



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XVIII.

CHICAGO, ILLINOIS, AUGUST 15, 1899.

No. 2.

{ ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.

THE HAWKEYE ELEVATORS.

The enlargement of Hawkeye Elevator A at West Hammond, Ill., has been completed, giving the finished elevator, as shown in the two illustrations accompanying, a storage capacity of 700,000 bushels. This elevator, it will be remembered, is located at West Hammond, Ill. (postoffice, Ham-

able to do a lake business also; for the probability is that Calumet River will be deepened in the near future to a point so near the elevator that grain may be easily conveyed from the building into vessels lying in the elevator's own slip. In the meantime, the elevator is provided with double tracks on each side, all of which can be used simultaneously for loading and unloading grain.

fourth and last cleaning, the needle machines taking out all the small barley and screenings, and putting the cleaned barley in exceptionally fine marketable shape. This elevator is, in fact, the only grain elevator in the country equipped with a complete line of needle machines for the full capacity of the separators, or is able to guarantee that every bushel of malting barley is cleaned over the needle



HAWKEYE ELEVATOR A, WEST HAMMOND, ILL.—VIEW SHOWING THE ELEVATOR YARDS AND CAR STORAGE TRACKS.

mond, Ind.), on the Chicago Junction Railroad, known as the Chicago Central Belt Line, by means of which the elevator has railroad connection with every line of railway entering the city of Chicago. The exceptional character of this location will be apparent when it is remembered that the same local and through river billing rates apply via West Hammond as via Chicago. In addition to this superb railway service, the elevator is so situated with respect to Calumet River and the South Chicago district that it may shortly be expected to be

There are also ten storage tracks on the lands of the elevator, which will carry 300 cars at one time.

Hawkeye Elevator A is, as readers of this paper will remember, from the full description given of the original house in the April issue, a strictly up-to-date barley house. It has all the approved modern cleaning, grading and transferring machinery, including five double sets of Needle machines. All barley handled by the house is first cleaned three times over large separators, and then the grain goes to the needle machines for the

machines; and this without scouring or brushing of any kind, a treatment which is not permitted in the elevator. The annual cleaning and grading capacity, figured on the basis of ten hours' work daily and four cleanings on all malting barley, is not less than 7,000,000 bushels. The elevator is thoroughly equipped for night work, however, and is able to very nearly double the above named cleaning capacity.

Referring briefly to the physical condition of the elevator, it may be said that the working end

of the house was built in 1898 by D. A. Robinson of Chicago and Minneapolis, for a storage capacity of 300,000 bushels in 34 bins. The addition just finished (400,000 bushels' capacity), clearly seen in the pictures, was built and equipped by the Dodge Manufacturing Company of Mishawaka, Ind. The engine house and office building are detached structures.

The cleaning machinery consists of the Barnard & Leas Manufacturing Co.'s separators, each with capacity of 1,000 bushels per hour, and a full set of the Needle machines. Grain is unloaded by the Clark Double Power Shovels, weighed on 1,200-bushel Fairbanks-Morse Scales, distributed to bins through the D. A. Robinson Distributing Spouts and loaded through Sandmeyer & Co.'s Double Steel Loading Spouts. The system of dust collection con-

exclusively by the D. H. Stuhr Grain Company of Davenport, Iowa. This company is well known as one of the largest dealers of barley in the West, having 40 or more of its own stations in the best barley growing districts of Iowa and Minnesota, through which it buys several million bushels of barley annually, paying especial attention to malt-ing grades. Mr. D. H. Stuhr, president of both the Hawkeye Elevator Company and of the D. H. Stuhr Grain Company, is actual manager of both companies.

A third illustration herewith shows the D. H. Stuhr Grain Company's elevator at Davenport, Iowa, known as Hawkeye Elevator B, and operated exclusively by that company. It is located on the line of the C., R. I. & P. Ry., with switching facilities reaching all the roads centering at Daven-

ANOTHER ELEVATOR AT DES MOINES.

Charles Counselman & Co. of Chicago will build a 300,000-bushel elevator at Des Moines, Ia., or at Valley Junction yards, a short distance west of that city, on the Rock Island tracks. The contracts for the materials and machinery have already been let, and it is intended to have the house ready for use by about September 1. The plant, Mr. J. M. Brown, manager for Iowa, announces, will be a thoroughly modern storage and handling house, but will have no grain cleaning machinery. The house will be the headquarters for the firm's Iowa business, from which grain will be shipped to the most favorable market.

A Des Moines paper, referring to the new ele-



HAWKEYE ELEVATOR A, WEST HAMMOND, ILL.—VIEW FROM ACROSS THE TRACKS OF THE CHICAGO JUNCTION RAILROAD.

sists of Knickerbocker Cyclone Dust Collectors and an Allington & Curtis Manufacturing Co. fan, by which dust is conveyed to the boiler furnace, where it is burned; while the sweepings are similarly removed and burned. There is also a complete electric lighting system and ample fire protection by means of the elevator's own steam fire pump connected with the Hammond Water Works, with hose and standpipes distributed through the building, in addition to which, for quick service, there are fire barrels, etc., in all parts of the building. The grain handling machinery, furnished by the Dodge Manufacturing Company, is ample for moving the grain with the quickest dispatch, either into or out of the house. From all of which it will be seen that the Hawkeye A in all its equipment is a model barley house which has no superior in this country.

The elevator is operated under the name of the Hawkeye Elevator Company, incorporated under the laws of Illinois and having a paid up capital of \$80,000; practically, it is owned and controlled

port and vicinity, which are excellent for reaching the Northwest, East and South. This house, like Elevator A, is thoroughly equipped with modern grain transferring machinery, and also with a complete line of cleaning machinery, including two sets of double Needle machines, so that the barley turned out of Hawkeye Elevator B is identical with that coming from Elevator A, both having exactly the same cleaning machines.

The storage capacity of Hawkeye Elevator B is only 25,000 bushels, but it is designed rather as a house for rapid cleaning and handling of barley, the cleaning capacity being 1,500,000 bushels annually. The track capacity is one loading and one unloading tracks, with trackage adjacent to the elevator for 50 cars.

The management has ordered that Hawkeye Elevator A shall handle nothing but Minnesota barley and that Hawkeye Elevator B shall handle only Iowa barley; by which system the best results are obtained for supplying those uniform grades of grain so much desired by the maltster.

vator, says: "The announcement that the Counselmans will build this elevator will be a surprise to the local grain men, who have been of the impression for some time past that the firm was gradually going out of the elevator business, because of its policy recently in selling several of its plants. Of this, Mr. Brown said: 'It is not the policy of Counselman & Co. to go out of the business. We have sold some of our country stations, but have sold them because we could not see our way clear to make money out of them. We have not built any new stations because we have not seen what we considered good openings for them; but with the railroad building now in progress in Iowa, I think it is quite likely we will put up several large plants this fall, or early next season. The new plant we are erecting will be ready to receive track grain this fall.'"

Exports of American starch for last fiscal year (minus June) were 102,115,040 pounds, against 72,806,313 pounds for the entire previous year.

SOME NEW ELEVATORS.

Plans have been perfected and the work begun on the rebuilding of the Flint & Pere Marquette Company's elevator at Ludington, Mich., recently burned. The contract calls for its completion by October 1 with storage capacity, 100,000 bushels; loading capacity, 18,000 bushels per hour.

Work on the construction of the new elevator at Halifax, N. S., has reached the cupola, the roof of the main house being now in place. The conveyor for loading vessels is completed and workmen have arrived to put in the other machinery, including steam shovels, etc. The house will not be completed for several weeks, however.

It is current rumor in Seattle that the Northern Pacific Railroad Company will build a grain elevator in that city to compete with the new house of the Great Northern, which was recently finished. The Northern Pacific is now building into a productive wheat field westward from Portage.

In Boston it is rumored that a syndicate of Boston, Duluth, Detroit and Chicago men propose to build a new system of docks and elevators at East Boston, to cost \$15,000,000 to \$20,000,000. The gentlemen interested in the East Boston Land Co., who are supposed to know most about the project, do not deny the rumor, but say that it will require at least 60 days to close the deal.

SOUTH CHICAGO ELEVATORS.

The contract was let on July 29 by Bartlett, Frazier & Co. of Chicago to the Barnett & Record Company of Minneapolis for the erection of a 1,750,000-bushel elevator in South Chicago. The new house will stand on Slip No. 2, Calumet River, immediately east of the firm's present elevators at One Hundred and Second Street. The work of construction is required to be finished in 120 days. The foundation

long, with a width of 125 feet. At the mouth the width will be increased so as to form a winding basin for boats fully 500 feet long. At the mouth the slip will be 200 feet wide.

The Calumet Elevator Company also is about to enlarge its elevator in the same district.

The completion of these houses will give the Calumet district a grain storage capacity of 14,500,000 bushels, of which Counselman & Co. have 4,250,000 bushels; Bartlett, Frazier & Co., 4,000,000; Peavey & Co., 3,750,000; McReynolds & Co., 1,500,000; Merritt & Co., 750,000; Calumet Grain Company, 250,000.

LEASED THE SEATTLE ELEVATOR.

The Great Northern Elevators at Smith Cove, Seattle, Wash., have been leased to the well-known Minneapolis firm, J. Q. Adams & Co., which took possession August 1.

This firm has been handling about 2,000,000 bushels of Washington grain annually besides sending to that state large quantities of corn and oats, handling this business through some twenty elevators and warehouses along the line of the Great Northern, from Spokane to Wenatchee, in the Big Bend district, as well as up the Columbia River from the latter point. At six of the most important points the warehouses operated by Adams & Co. belong to the railroad company, so this latest lease means merely an addition to the business already controlled.

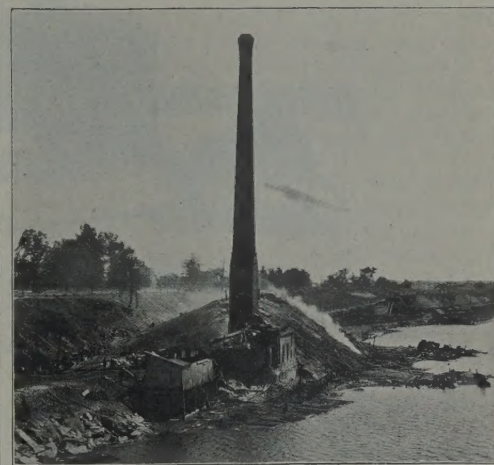
The headquarters of the firm are in Minneapolis, and it operates from 80 to 100 elevators located on the following lines of railroad: Chicago, Milwaukee & St. Paul, Chicago & Northwestern, Iowa Central, Sioux City & Northern, Sioux Falls & Yankton, Pacific Short Line, Mason City & Fort Dodge.

The Great Northern elevators at Seattle are among

ANOTHER TOLEDO FIRE.

The C., H. & D. elevator, situated in East Toledo, Ohio, was burned on the night of Sunday, July 23, with its contents, amounting to about 800,000 bushels No. 2 soft wheat.

In one respect the fire was a fortunate one, taking place, as it did, on Sunday, when the building was empty of employees—the only night in the week when this could have happened, since the elevator



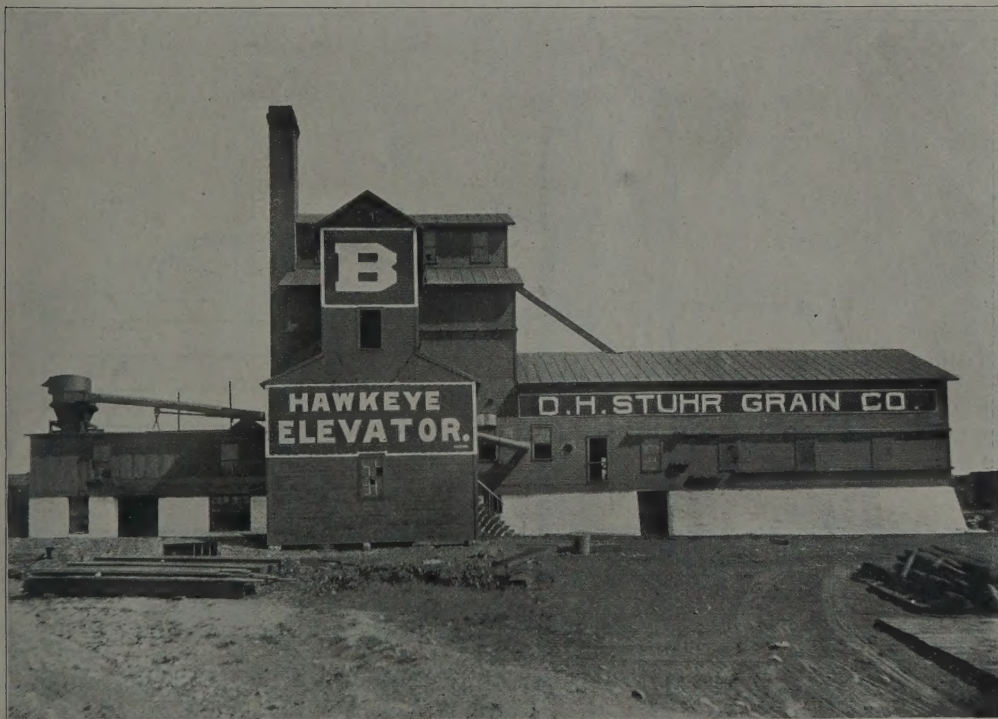
RUINS OF THE C., H. & D. ELEVATOR AT TOLEDO, OHIO.

had been unusually busy for the preceding two weeks, and was working day and night taking care of the grain consigned to it. The fire was first seen in the cupola, but how it originated is not known. The watchman was on his second round of the building when informed of the existence of the fire. Soon after the blaze was discovered, there was a considerable explosion, throwing a mass of flame high into the air, and followed immediately by an outburst of flames, which enveloped the entire building. Ten minutes later a second explosion occurred, which threw the watchman, W. E. Welch, out of the building, through the fire, thus reversing the usual order of things by saving his life. In half an hour after the fire was discovered, the building was practically in ruins.

The elevator was owned by a company of Eastern capitalists, of which M. D. Woodford, of New York City, president of the C., H. & D. R. R. Co., is president, and J. E. Ferguson of Toledo, secretary and treasurer. The elevator was comparatively new, having been erected in 1895, replacing an elevator on the same site, which also had been burned, at a cost of \$300,000. It was considered a first-class risk, containing no cleaning machinery, with the exception of four wheat separators, and in construction was modern and strictly first-class. The fire was a great surprise to all who had inspected the elevator.

Its maximum capacity was 1,000,000 bushels, and within a very few days at current rate of receipts would have been full of No. 2 winter wheat. The total insurance was close to \$1,000,000. The principal losers are Reynolds Bros., Southworth & Co. and C. A. King & Co., who are all protected by insurance. All the losses on grain were paid on July 27 in full. The salvage is expected to reach \$150,000.

Toledo elevators have been singularly unfortunate in the past few years, fire having destroyed the three houses known as the Dayton & Michigan and Lake Shore elevators, with a total loss of \$2,400,000; that of C. A. King & Co., six years ago, \$400,000; the Miami Canal, or Young & Backus', elevator, three years ago, \$250,000; the Wabash, No. 2, seven years ago, \$300,000; the Union Elevator, last year, \$800,000, and the C., H. & D., as above, the loss from which will foot up fully \$1,000,000. The burning of the last-named house reduces the Toledo storage room to only 6,250,000 bushels, which will leave the terminal no room to spare. It is stated, on the authority of R. B. Turner, general superintendent of the C., H. & D. road, that the burned elevator will be rebuilt at once.



HAWKEYE ELEVATOR B.—BARLEY CLEANING ELEVATOR AT DAVENPORT, IOWA.

contract has been let to the Hausler & Lutz Towing Company, which has three pile drivers at work putting down from 150 to 200 piles daily.

Another elevator in the same district will be erected by W. H. Merritt & Co., which will stand on the Calumet Western Railroad in the neighborhood of One Hundred and Fourteenth Street. This house will have 750,000 bushels' capacity.

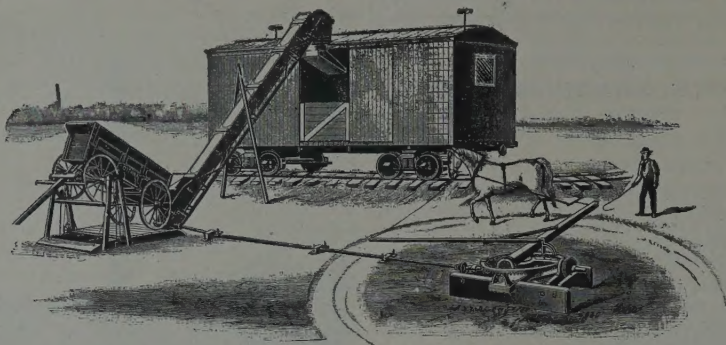
Meantime work will be pushed on the new McReynolds elevator at Ninety-eighth Street, previously announced. The contract for the piling for this house was let on August 3. The elevator will be 150 feet wide by 200 feet long. A slip also will be dug in from Calumet River 1,000 feet

the most valuable on the coast, and have a capacity of 750,000 bushels. Their location at this terminal and the character of the lessees seem to make it certain that wheat shipments from Seattle will be increased.

The grain in the debris of the C., H. & D. Elevator at Toledo was sold at auction to Krauser & Beaverstock, of the East Side Milling Company, for \$90,000. Competent persons estimate that the pile will yield the buyers at least 575,000 bushels of uninjured wheat, after cleaning and drying. This bid will give the insurance companies a salvage of at least 15 per cent.

PORTABLE WAGON DUMP AND ELEVATOR.

Any device which lessens the labor of handling grain increases the profit yielded to both farmer and elevator operator. The inventions in this direction are innumerable, of course, but one of the most promising of the later devices offered the public is the Pioneer Portable Wagon Dump and Elevator, manufactured by King & Hamilton Company



PORTABLE WAGON DUMP AND ELEVATOR.

at Ottawa, Ill., shown in the accompanying illustration. Its great utility for handling both ear and shelled corn and small grain both into and out of wagons, cribs, bins, cars, etc., will readily be appreciated. Elevator men will find it particularly useful for handling ear corn into and from cribs and all kinds of grain at stations where there are no elevators, or for loading cars at home stations when desiring to load more rapidly than the elevator facilities admit of, and so on. The illustration explains the mechanism in a general way. Some details may, however, be of interest.

The dump is 8 ft. 6 in. wide in front and 6 ft. 8 in. at the rear, with platform only nine inches above the ground. It is pivoted on a bolster at the front end and carried on rollers at the rear end. The team may be driven on the platform from any direction, after which the dump and load are swung round on the rollers, traveling on a plank track, to put the end gate under the elevator. The forward end of the platform under the wagon is then gradually raised, as the grain pours out at the rear into the elevator, by a crank winding a wire rope running in iron sheaves and wound on grooved iron drums.

The elevator is made in sections, the lower containing a driving shaft and hopper, while the upper contains a shaft and rollers and has attached to it a swivel spout. The middle section is made in any length desired, or of different lengths (from 2 to 18 feet) to suit the necessities of different places or conditions, giving a range of height for the elevator from 17 feet to 51 feet, or of delivery from spout of 6 to 29 feet. The elevating apparatus is a double chain with scrapers running in a covered steel-lined trough. The valve at the bottom is so made as to allow the passage of the scrapers without raising the grain in the hopper, thus avoiding excessive wear. The upper end of the elevator is supported on poles and pulleys which can be set up or taken down in a few minutes. The connection between wagon and hopper is made by a chute made in two pieces and hinged together so as to be folded back when not under the wagon. It extends well under the wagon to prevent leakage.

The whole apparatus is very simple, easily set up or taken down, and for transportation is loaded on a rig composed of two wheels, an axle and a tongue. When used for loading into cars, as shown in the picture, three cars can be set together, with the elevator placed at the middle one and temporary spouts extending to the end cars.

The power furnished has two speeds—one of 31 revolutions to 1 of the horse, or about 90 to the minute, or a slow one of 7 to 1, or about 21 per minute. The fast speed can be used to drive the elevator from either side. The tumbling rod is usually attached to the shaft at the lower end of the elevator and on either side.

There are other valuable points to explain which

would occupy too much space here and those interested are referred to the manufacturers, the King & Hamilton Company, Ottawa, Ill.

GOVERNMENT ELEVATOR AT MONTREAL.

The Canadian Parliament has appropriated the sum of \$750,000 for harbor improvements at Montreal, which sum includes \$250,000 to be expended

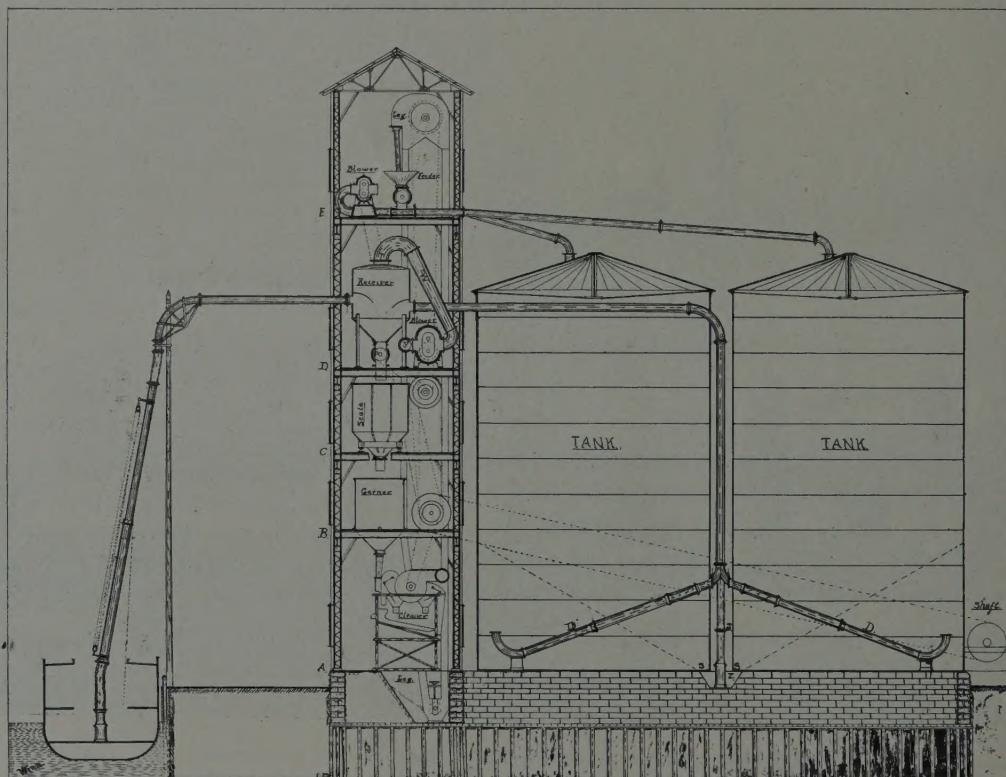
on the erection of a grain elevator. This sum for elevators is considered ridiculously small for the purpose of thoroughly equipping "the national port" with grain handling facilities, but is accepted as much better than nothing. The plans for the house not having been prepared, the character of the elevator is at present writing largely speculative; but theoretically, the house will stand on a river site and will be equipped with machinery to load from both sides of the house at the rate of 20,000 bushels per hour. At present the floating elevators in the harbor are able to handle only 3,000 bushels per hour.

At the same time the above appropriation was

PNEUMATIC STEEL GRAIN ELEVATOR.

The grain elevator and starch house of the starch factory at Glen Cove, L. I., was destroyed by fire in October, 1898. Wm. E. Winn, steel grain elevator architect of Buffalo, N. Y., was called to New York on November 18 by Wm. F. Piel Jr., president of the National Starch Manufacturing Company, owners of the Glen Cove plant, to prepare drawings, specifications and estimates for a steel grain elevator to replace the elevator destroyed by fire. The architect was fully convinced that the conditions at Glen Cove warranted the adoption of the pneumatic system of elevating the grain from vessels and to and from the storage tanks, also for blowing the grain from the steel building to the conveyor over the steep-tanks in the steep-tank building. Therefore, the plans were prepared for using the pneumatic system for transferring grain, although Mr. Piel, the president, and Mr. Paul H. Grimm, superintendent, were not convinced this system was the best, but the architect held out the inducement that the plant could be operated with four men less by the pneumatic system.

The plans and specifications were completed December 20 and a contract was let for the entire plant on December 24. The steel building and pneumatic system was completed April 1 and commenced unloading boats at once. The steel tanks were completed May 1. The capacity of the pneumatic marine leg is a barge of 8,000 bushels in five hours, and to do this work it requires 100 horse power, one man in the building to weigh, and two men in the boat to handle the pneumatic marine leg. The ordinary marine leg and elevator which was destroyed by fire, to handle the same amount of corn, required 60 horse power, two men in the house and six men for shoveling and handling the ordinary marine leg. Therefore, the architect's assertion



SECTIONAL VIEW OF PNEUMATIC STEEL GRAIN ELEVATOR AT GLEN COVE, L. I., N. Y.

made by parliament, the Premier introduced a bill to enable the Quebec Harbor Commissioners to guarantee the interest on \$200,000 of bonds issued in aid of an elevator at that harbor, to be built by the Great Northern Railway Company.

A grain and grass growers' association has been organized at Athens, Ga., the objects of which are to encourage grain and grass growing in North-eastern Georgia, to give premiums for best crops of wheat, corn, peas and hay and to hold an annual agricultural Chautauqua at Athens.

that the labor of four men could be saved by adopting the pneumatic system has been proven. The owners operate the plant continually and are well satisfied with the pneumatic system and steel tanks for storage of corn. Other considerations which led to the use of steel were that steel, if properly cared for, will last indefinitely; the steel elevator will not need to be insured from fire, or, if its contents are insured, the rate will be a minimum. Then there is no depreciation in the value of a steel grain elevator, such as the insurance companies claim when adjusting a fire loss on a wooden grain

elevator, while the cylindrical steel tanks can be made practically air tight, so that the corn can be preserved for an indefinite period.

The steel grain elevator was erected on the foundation of the old elevator. The cost of the plant above the foundations was \$21,250 complete and ready for business. The handling capacity is 2,000 bushels per hour; the storage capacity in four tanks, 150,000 bushels; dimensions of tanks, 33 feet 9 inches diameter, 54 feet high; dimensions of the steel building 14 feet wide, 38 feet long and 88 feet high. The building is constructed of structural steel 3-16 inch steel plate floor; the outside and roof covered with

ing air and grain. The mouthpiece can be lowered as desired to suit the depth of grain in the hold, and the flexibility of the section attached to mouthpiece permits its being moved around in the hold to reach the grain. The air current passes in at the top of the mouthpiece-jacket and goes down within the jacket and then turns up into mouthpiece, carrying the grain with it and delivering the grain in the receiver on floor D. The grain is carried vertically sixty feet and horizontally forty feet. The pipe is twelve inches in diameter and is made of No. 14 galvanized steel, riveted and soldered.

As the air and grain are delivered in the receiver

wheel by means of which the paddle wheel may be given a continuous rotation to discharge grain in the discharge pipe without disturbing the partial vacuum in the receiver. The receiver is of sufficient size to hold the amount of grain required while the weight is taken in the scale.

The grain as discharged from the receiver is weighed, dumped into a garner on floor B, and then is spouted to the cleaner or the elevator leg, as desired. The grain is then elevated to the top of the building by the leg and spouted to the feeder on floor E, this feeder being of the same type as attached to bottom of receiver. The blower on floor E is then used for blowing the grain as it is discharged into the pipe from the feeder to any of the steel tanks or to the conveyor over the steep-tank house, as desired. This operation is continuous from the time the pipe is first lowered into the boat until the boat is empty.

When it is desired to convey grain from the steel tanks to the top of the building for delivery to the steep house, a slide is provided in each tank at S which allows the grain to flow into sink Z. The grain is picked up by the air currents and discharged in the receiver, when it takes the same course as before described. By this means the tanks may be nearly emptied of their contained grain, there eventually remaining, however, a body of grain in the base of the tanks, the upper surface of this body of grain sloping toward opening S at the angle of repose of the grain. At this stage the opening S is closed, as the grain will no longer flow from it, and valve J is to be closed. The tank is now to be entered by an attendant through a man-hole, and branch pipe D brought into action, its mouthpiece resting upon any portion of the body of grain remaining in the tank. The upturned portion of pipe D provides an air inlet for that pipe at a point above and beyond the mouthpiece and serves also as a handle-piece in manipulating the pipe. Pipe D is flexible and telescopic so as to permit moving to the grain.

The only manual labor required is to move the pipe to the grain. When not in use the pipe can be uncoupled and put aside.

This plant is the only pneumatic transfer system now in operation in this country conveying grain from boats and doing away with all shoveling in the hold of a boat, although there are several in use in England.

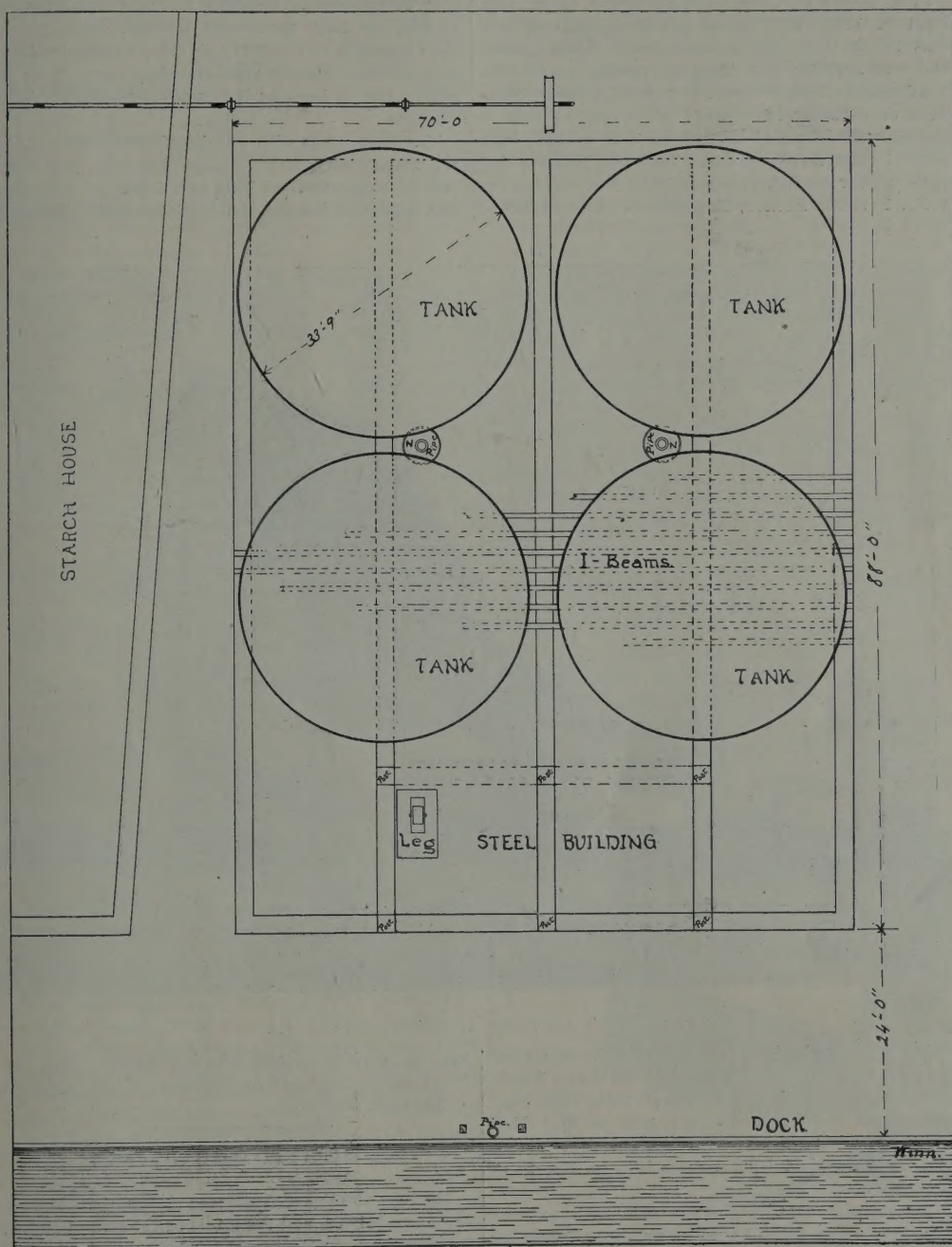
In 1895 Coon & Churchill of Toledo experimented with the pneumatic system, loading boats and unloading cars, but it proved a failure owing to the location and design. B. F. Quail also experimented at Toledo, O., with unloading boats by the pneumatic system, but the conditions and design were wrong. Dows Stores experimented in 1898, unloading cars with the pneumatic system, but his efforts also proved a failure through poor design and details. There are about thirty plants handling grain to and from tanks and flour mills on a small scale, from 150 to 1,000 bushels per hour, in various parts of this country, which are successful. The Erie Elevator at Jersey City are blowing oats 400 feet about 300 bushels per hour.

ELEVATOR LINE SALES.

The Northwestern Iowa Grain Company, operating elevators on the Iowa and Dakota Division of the C. & M. & St. P. Ry., M. & St. L. Ry. and C. R. G. & N. W. Ry., report the purchase of the W. C. Luce line of fifteen elevators on the Chicago Great Western Railway.

It was reported on 'Change at Minneapolis a few days ago that the National Elevator system, with a total capacity of 1,250,000 bushels, had been sold to either the G. W. Van Dusen Company or the Van Dusen-Harrington Company. The elevators are on the Great Northern and Milwaukee roads. F. Van Dusen of the Van Dusen-Harrington Company denied, however, that the sale had been made.

The Geo. C. Bagley Elevator Company of Minneapolis has purchased a controlling interest in the Atlantic Elevator Company of the same place. The line owned by the latter company consists of 64 houses on the "Soo" road with storage capacity of 1,350,000 bushels.



GROUND PLAN AND PNEUMATIC STEEL GRAIN ELEVATOR AT GLEN COVE, L. I., N. Y.

No. 22 galvanized corrugated steel. It is constructed entirely of steel except the windows. The Skillen & Richards Manufacturing Company furnished all the drive machinery; Huntley Manufacturing Company the corn cleaner, and the Fairbanks Company the scale.

The operation of handling grain is as follows: The horizontal positive pressure blower on floor D revolves 180 revolutions per minute, giving a capacity of 6,000 cubic feet of air per minute and maintaining two pounds pressure per square inch. The air is drawn out of the receiver on floor D by means of the taper pipe W, thereby creating suction air-currents having a speed of about 250 miles per hour in the pipe leading to the boat, or the pipes to the tanks used for returning grain to the building, the pipe system forming the conduit for the incom-

a separation takes place, the air and light dust passing out of the receiver by means of pipe W leading to the blower, which in turn discharges the air and light dust into a Cyclone Dust Collector by means of pipe Y. The grain falls to the bottom of the receiver, where it is discharged into a spout by means of the feeder interposed in the pipe connection between the discharge pipe and the base of the receiver, the feeder consisting of a nicely bored cylindrical chamber, forming an enlargement of the conduit between the receiver and the discharge pipe. A paddle wheel is mounted on a shaft for rotation within the feeder chamber, the extremities of the paddles being packed so as to closely fit the peripheral wall of the chamber, and the sides of the paddle wheel fitting the end walls of the chamber closely. There is a pulley on the shaft of the paddle

THE TEXAS ASSOCIATION.

The Texas Grain Dealers' Association held a meeting behind closed doors at Dallas on August 2. All the officers and about 100 members were present. After adjournment, President Harrison gave out the following statement to the press:

"Our association is in splendid shape. To-day we elected nine grain dealers members and have a total membership of 141. We discussed among other things export rates on oats to Mississippi River points, export rates on corn and the waybill. We also compared notes and exchanged ideas relative to the stock of grain in the hands of the dealers, and also the stock remaining in the hands of the grain growers. This afternoon we discussed the corn crop and the best and most practicable way to handle it for the market. The yield this year is enormous—the largest in the history of Texas. Reports from all sections bear me out in making this statement. And the corn itself is fine as silk. Our sessions were harmonious and the outlook for Texas grain growers is certainly very flattering."

PEAVEY EXPANDING.

F. H. Peavey & Co. of Minneapolis have again extended their line of country elevators by the absorption of the Minnesota and Dakota Elevator Company's line of elevators, fifty in number. These houses are located on the Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul roads, and have a storage capacity of about 1,800,000 bushels. They cost Peavey & Co., it is said, in the neighborhood of \$300,000. This addition to the Peavey system of houses gives that firm a total elevator capacity in excess of 35,000,000 bushels, not including the new country houses in course of construction in Kansas or the new terminal elevator at Duluth.

The Minnesota and Dakota Elevator Company has been in business since 1882, when a company was formed by John Crosby, John A. Christian, E. V. White, Chas. A. Pillsbury and Wm. F. Cahill, with a capital of \$100,000, which was repeatedly increased, until it reached \$500,000. Its officers have been, for some years, T. B. Walker, president; Gilbert M. Walker, vice-president; A. B. Robbins, treasurer and manager, and Wm. J. Miller, secretary.

THE IOWA-DAKOTA GRAIN DEALERS.

The Iowa and Dakota Grain Buyers' Association met at Spencer, Iowa, on July 12, 13 and 14, for the annual outing. The members of the association are buyers on the Iowa and Dakota division of the C., M. & St. P. Ry., and the association is more of a social than a business organization. The annual meet, therefore, is an outing gathering at the lakes. This year it took place at Spencer & Arnold's Park. The attendance was good, and all had a very jolly time. The following dealers were in attendance from Iowa:

Geo. Terwilliger, Rock Valley; A. Schneider and E. Reed, Garner; L. L. Archer, Ruthven; R. Schoeneman, Hull; E. J. Skewis, Inwood; J. G. McNamara, Emmetsburg; O'Halloran & Son, Cylinder; M. B. O'Halloran and Geo. Hakeman, Sanborn; I. N. Drake and J. K. McAndrews, Hartley; O. O. Helgen, Ruthven; F. H. Huntting, McGregor; and E. H. Tryon, A. E. Moerke and R. Trognel, Spencer.

The following were present from South Dakota: J. J. S. McKee, Bridgewater; H. H. Garey, Mt. Vernon; W. C. Gemmill, Canton; J. T. Scroggs, Beresford; J. E. Walker, Bridgewater; A. A. Truax, Alexander; E. J. Haynes, Mt. Vernon; W. J. Shanard, Bridgewater; Senator L. N. Loomis, Alpena; J. H. Scriven, Mitchell.

The Spencer Grain Co. was represented by O. G. Huyck of Mitchell, S. D., and the Hunting Elevator Company by W. S. Weston of McGregor, Iowa, and P. A. Cummings of Rock Valley, Iowa.

The following commission houses were represented: L. Bartlett, of L. Bartlett & Son; W. B. Hatch, with L. Bartlett & Son; H. M. Messer, with

E. P. Bacon & Co.; J. B. Meigs, with Mohr, Holstein & Co., and W. M. Bell, of Bell Commission Co., all of Milwaukee; P. M. Ingold, with Brooks-Griffith Co.; J. S. Mathewson, with Van Dusen-Harrington Co.; J. M. Siberz, with McCaull-Webster Co.; N. P. Peterson, of Lyons, Neb., with Peavey Elevator Co., all of Minneapolis, and J. E. McClintock, with Eschenburg & Dalton of Chicago.

The C., M. & St. P. Ry. was represented by R. M. Calkins of Des Moines, Ia.

F. A. SCOTT'S ELEVATOR.

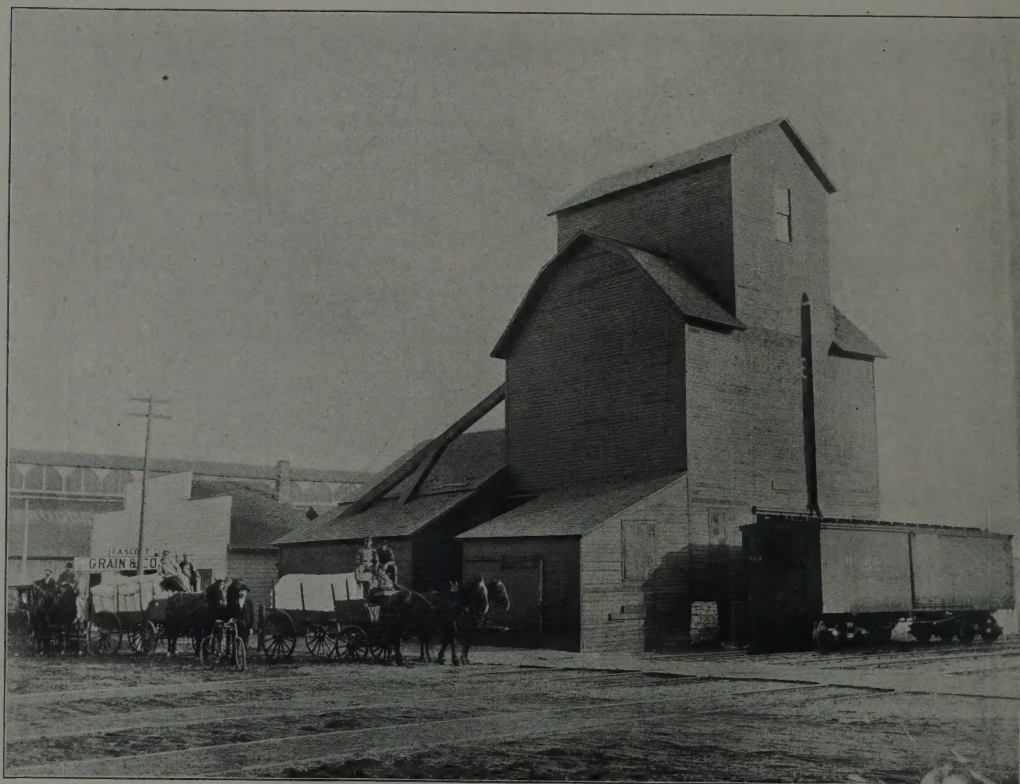
F. A. Scott's elevator at Eagle Grove, Iowa, was built in 1882, with horse power equipment, but was rebuilt four years later, when steam power and corn shelling, cleaning and grinding machinery were added. For the next two years a large business of cleaning in transit was done, so that a second remodeling of machinery was needed; and at that time there were put into the house a 20-horse power engine, two stands of 7x11 elevators, a No. 1 Victor Sheller; Barnard & Leas Manufac-

ble conveniences one can enjoy about an elevator.

The elevator has a storage capacity of only 10,000 bushels, but on account of the high insurance rates the oats handled are stored in an isolated building some distance removed from the elevator proper, this system having been found by experience to be cheaper and safer than to store all the grain and stock carried as one risk.

F. A. Scott deals also in flour at wholesale, buys wheat and gives flour in exchange, handles mill feed of all kinds and grinds corn and feed for the patrons of the business. The trade in coal and salt also receives attention; and it has been found that by judiciously handling all these side lines, so to say, the feed, flour, coal and salt have proved good adjuncts to a country elevator's grain business in a section where competition has come to be as plenty and as keen as it is now in nearly all Iowa markets.

Mr. Scott owns also an elevator at Florence, on the Mason City & Ft. Dodge Railway, six miles east of Eagle Grove. This is a house of moderate size, which is doing a nice business under the man-



F. A. SCOTT'S ELEVATOR AT EAGLE GROVE, IOWA.

turing Company's Corn Cleaner, No. 3 Separator and Bolt for corn meal; Wilford & Northway 3-Roll Feed and Corn Mill, and a large Owens Flax Separator. All these machines are now in first-class condition, with the exception of the first Victor Sheller, which has been replaced by a No. 2 of the same kind.

The elevator was originally built with an elevated driveway, but like so many other forms of this ancient nuisance, it proved in practice a dangerous, unhandy and expensive approach to the unloading sink, and during the summer of 1898, the pits and dump having become worn out, the approach had to go. A basement was then made by digging out for several feet under the elevator, and a tank 10x12x6 feet, built of steel boiler plates, riveted and made water tight, was put in to contain the elevator boot and the sheller. This arrangement permitted the construction of a driveway having a rise of only 18 inches above the ground level and giving a pit 12 feet deep. The entire basement was then finished with Portland cement. This sort of floor and finish insures cleanliness, so that all grain falling or working into the basement can be saved uninjured, while the general arrangement makes it easy to get about the machinery. Mr. Scott says he considers the level driveway and cemented basement as among the greatest imagina-

agement of Mr. Sidwell, who is a partner with Mr. Scott in the business at Florence, which operates as Scott & Sidwell.

DULUTH BRAGGING.

The elevators' crop year of 1898-99 at Duluth closed on July 31, and the totals of the grain handled by them foot up to 99,000,000 bushels, the largest grand total for a year's business ever known at that terminal. Of wheat alone, the elevators handled 65,702,000 bushels and the mills 11,699,000 bushels, or a total of 77,401,000 bushels compared with 43,122,000 bushels the year previous, an increase of about 79 per cent.

The following figures show the receipts of grain for both years:

	1898-99. Bush.	1897-98. Bush.
Wheat	77,401,000	43,122,000
Corn	6,977,000	4,607,000
Oats	3,003,000	5,496,000
Rye	1,837,000	3,158,000
Barley	3,241,000	1,811,000
Flax	6,698,000	4,377,000

Chicago's grain receipts for the first six months of 1899 were 128,137 cars against 141,717 cars same period of 1898.

FREIGHT CAR GRAIN DOOR.

The grain door shown by the accompanying illustration, for which we are indebted to the Engineering and Railway Review, is made entirely of iron and steel and is designed to fulfill the requirements of simplicity and durability. This door was designed and patented by Mr. Lincoln Gookins, Watson, Mo. Fig. 1 shows the position of the door when not in service; Fig. 2 when in service position, and Fig. 3 is a vertical section across the car

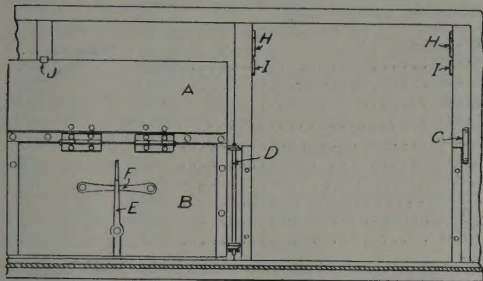


FIG. 1

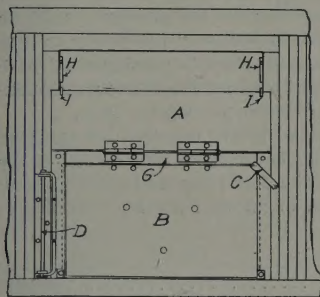


FIG. 2



FIG. 3

door opening when in position for loading grain.

The door is made in two principal sections, the upper door, A, and the lower door, B. The upper door, A, and the lower door, B, are hinged to the strip, G, which is the top member of the framework of the door. When the door is not in use it is held in position, as in Fig. 1, by the spring-latch, J, and the locking lever, E, which engage in a slot in a suitably located strip of iron. The door is hinged to the door post at D. The hinge-pin is provided with a cotter pin so that it can be removed and the door taken off should it be so desired for loading any special class of freight.

For loading, the door is swung into position, as in Fig. 2, showing inside of car, and is fastened by the hooks, C and I, I. Door, A, swings inward of the car and door, B, outward. The door, B, is prevented from swinging outward when loaded by the locking lever, E, which engages a slot in the plate on the door threshold and is held in a vertical position by a notch in the bar, F. When loading of grain is begun, the door, A, is dropped to the dotted position shown in Fig. 3, which enables the loading to be more easily done. When the grain is almost up to the strip, G, the door, A, is thrown up into position and is held by the hooks, I, I. When it is desired to unload the grain, the lever, E, is disengaged and the door, B, fastened in the dotted position in Fig. 3 and is held there by the hooks, H, H.

ST. LOUIS ELEVATORS REOPEN.

The board of directors of the Consolidated Elevator Company of St. Louis has decided to reopen the elevators of that company, which were closed some weeks ago because of the inability of the business to earn interest on the bonded indebtedness. Union Elevator in East St. Louis has been reopened and Central B will follow shortly.

The company on closing the houses decided to turn the property over to trustees for the bondholders; and it was on the suggestion of the Bondholders' Association that the officers of the Consolidated Company have taken this step of reopening the elevators, the Bondholders' Association agreeing to guarantee any deficit in the expenses of running the houses.

The vacancies in the board of directors of the Consolidated Company have been filled, making a

governing body of nine instead of seven directors, Web M. Samuels Sr. and Wm. C. Ellis being the new members. Henry S. Potter, late president of the company, having resigned, Web M. Samuels has been elected as his successor.

The reopening of the houses is a relief to the grain trade of St. Louis, who were getting apprehensive that when the new crop began to move in earnest the market would be handicapped for want of elevator facilities.

ELEVATOR CONSTRUCTION AT DULUTH.

The elevator builders are busy at Duluth on work previously announced as in contemplation—some as likely to materialize only next year. That now under contract may be mentioned as follows:

Elevators of 1,000,000 bushels' capacity owned by the United States Flour Milling Company, under contract to the Barnett & Record Company of Minneapolis, to be finished by October next. It will be built in part of Washington fir wood.

The 500,000-bushel addition to Elevator E of the Consolidated Elevator Company is under roof.

The "Omaha" Railroad Company has let the contract for a 1,250,000-bushel coarse grain house at Allouez Bay to the Barnett & Record Company of Minneapolis. The construction of this house will proceed leisurely, it not being intended that it shall be ready for business until the opening of navigation for the season of 1900.

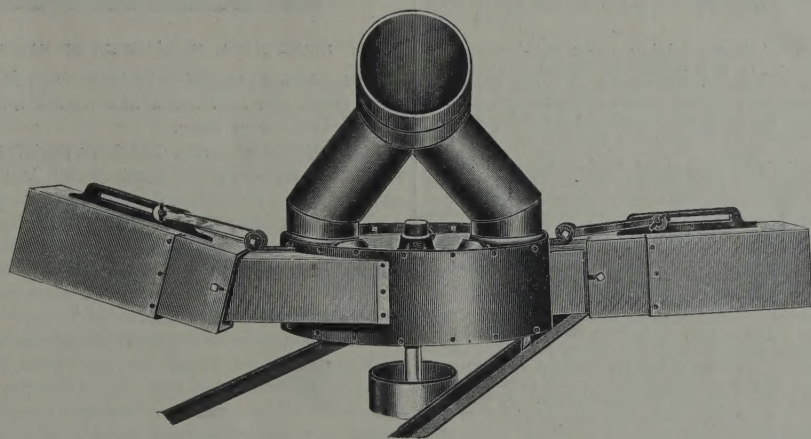
The timbers are arriving for the new Peavey house at Rice's Point, which is to have capacity of 1,400,000 bushels.

The foundation is partly in for the new Great Northern Elevator of 3,000,000 bushels' capacity at Superior. This house will also not be ready until the crop of 1900 begins to arrive.

Still another new house is talked of to be built by the Eastern Grain Company, but its size and character have not been made public.

FEEDING CHARRED GRAIN.

Burned, or charred, grain is eagerly eaten by most animals, and is very wholesome for them, as it acts as a corrective of the acidity of fermentation in the stomach, and thus may be substituted



THE EUREKA AUTOMATIC CAR LOADER.

for the charcoal which careful feeders give in small quantities to hogs when fattening on corn. The charred grain is, indeed, preferable to the charcoal, which is without nutriment, because the charred grain when in good condition can be fed in quite large amounts with advantage, since it is fattening and does not ferment.

Charred corn is, therefore, valuable; and an even better charred grain is the oat, which is excellent for laying hens. It is in its best condition when only a part of the husk has been burned off.

Of course, large feeders of hogs and breeders of poultry will parch the grain they feed when grain from burned elevators cannot be obtained in good condition. The difficulty they have to contend with in the latter case is to obtain the burnt grain in good condition, for, having been wetted, the grain begins to heat by fermentation and to become sour.

THE EUREKA AUTOMATIC CAR LOADER.

The advantage of labor-saving machinery in handling grain is so well understood and the need of employing it in many cases is so urgent that no apology need be offered for presenting the accompanying illustration of the Eureka Automatic Car Loader. For a car loader is more than a convenience; under some circumstances it is a necessity, and in any case not only does it speedily pay for itself in labor saved, but it has been demonstrated that it may improve the grade of grain. This claim is by no means fanciful; for the thorough turning over and ventilation which the grain receives in the process of spouting through a loader furnishes exactly the treatment that grain needs when it is beginning to heat.

Reference to the illustration will show the salient points of the Eureka Automatic Car Loader, which is now offered to the grain handling public. The machine when in operation sets just within the car, on elevator side. Power is applied by belt to the pulley at lower end of the shaft, on which the rotary revolves. The loading spout is connected with the bifurcated spout, shown on machine, each leg of which discharges into the rotary on opposite sides. The leaders or discharge spouts are adjustable, so that the proper angle may be obtained; and the illustration shows the leaders on one side raised at an angle of about 30 degrees, while on the other side they are shown as level with the rotary.

The bifurcated spout divides the grain between the two sides of the rotary, which constitute one of the principal features of the Eureka, as it enables the operator to load both ends of the car at the same time. It requires only twenty minutes to load a car, and more grain can be loaded in than would be possible for a man to do with a scoop, which is a further count in its favor, as compared with hand labor, which may not always be obtainable, even at its best.

The machine is so constructed that it is impossible to choke, and it handles the grain without cracking it. Its operation is such that the grain is subjected to a gentle scouring action which brightens it and is thus a grade-making factor of no small consequence. Besides this, the turning over and ventilation of the grain during the process of

loading, always beneficial, is particularly so if the grain shows signs of incipient heating.

The Eureka Automatic Car Loader is made of iron and steel and is therefore durable. It is easy to handle and is guaranteed to do its work satisfactorily. In most elevators it would easily save its cost in a few weeks' operation, aside from the convenience of handling and the other advantages enumerated. Its inventor is a practical grain man and the machine embodies the points which he found desirable in the conduct of a grain business. It is manufactured in two regular sizes, though special sizes are made to order, by Bean & Cole, Sullivan, Ill., who will be pleased to give full particulars to any of our readers who may desire them.

Is your elevator all ready for fall business?

AN INTERNATIONAL DECISION.

A London court recently rendered a decision on a so-called "London contract" for grain shipment in which the Texas Star Flour Mills was the American defendant and Thalman Frères & Co., of Havre, France, the plaintiffs. It appears that on May 12 (the date when the negotiations were closed) the Texas firm sold to the Havre firm 66,000 bushels of wheat, c. i. f., shipment within twenty-one days, or clearance of May, 1898. The steamer Highfield took on the grain and was "cleared" May 28, but as the 29th was Sunday and the 30th a holiday, the ship did not complete her loading and get to sea until June 2. After another delay, caused by a breakage of machinery at sea, the ship arrived at Havre at 9 o'clock p. m. of June 30, two hours after the custom house had closed on the last day of the period during which the French duty on wheat had been temporarily suspended. The ship being thus unable to enter her cargo on June 30, the regular French duty on the wheat had to be paid, which, with losses due to a decline of the market, amounted to about \$55,000. The question then was who should be required to pay this sum, the buyers or the sellers?

The stuff having been sold on a London contract, the case became subject to arbitration in London. The French buyers claimed that the clearance was irregular and void, but the London Corn Exchange arbitrators found for the American sellers. On appeal to the Exchange's committee of appeals, that body reversed the first decision and found for the buyers, but without stating the facts in writing as a basis for legal ruling on the law points involved. The Texas firm then appealed to the High Court of Justice, which on July 4, having heard the case de novo, rendered a decision on the one point involved—the regularity of the clearance of May 28 with a sailing of June 2.

Now, strange as it may appear, in view of the fact that the American shipping laws are over a hundred years old (and about that far behind the rest of the world in most respects), this is said to have been the first time that the force, effect and proper office of a "clearance" of a vessel from an American port has been presented before an English court in the greatest of English commercial cities. After making a statement of the case, substantially as above, the opinion of the court was as follows:

Now "clearance" in my opinion, has a well-known and definite meaning. It is a certificate issued by the customs showing that the vessel named in it has complied with the customs' requirements and is authorized to proceed to sea, and the acts which have to be done to procure such certificate constitute the process of "clearing the vessel."

In this case the clearance was issued on the 28th day of May, the documents issued being in the usual and regular form of such clearance. It is true that this document was issued before all the cargo was on board, but it was issued at a time and when all the cargo was alongside and waiting to be put into the ship. The affidavits from America which were read at the trial satisfy me that it was issued in the ordinary course of business and that it is customary to obtain the clearance of vessels before the loading is actually completed so that there need be no delay in putting out to sea. I believe the practice to be the same in this country and elsewhere, and it is obviously convenient, because if the formalities at the customs could not be gone through until every package was on board great delay would be occasioned. A diligent captain, therefore, obtains his clearance as soon as his cargo is in such position as to enable him to make out his manifest for use at the customs, and that course was followed in this case.

It was said that by the United States statutes regulating the granting of clearance (section 4197) the master of a ship is required to furnish the customs authorities with a manifest of the cargo "on board." * * * whereupon the collector shall grant a clearance, and it was suggested that inasmuch as the cargo was not all on board the clearance in this case was irregular or void. I cannot, however, listen to such a suggestion; for the purpose of a section in question, it is obvious to me, that the authorities treat cargo as on board if in fact it is all alongside the ship and in such circumstances that it must in the ordinary course of business have found its way on board. The clearance obtained in this case was the only clearance ever issued, and the affidavits satisfy me beyond all doubt that it was issued in accordance with usual practice and that it authorized the vessel to sail whenever it pleased her master to put to sea. The affidavit of Mr. Rosenthal, the special deputy collector, fully covers these points and shows that the clearance was in accordance with the customs of the port of Galveston and other United States ports, was regular, effective and final, and that the vessel was entitled to sail immediately at the convenience of the master after the issuance of the clearance. There were also other affidavits to the same effect, including the affidavit of William Richardson, the master of the Highfield.

It was argued that having regard to the object of the

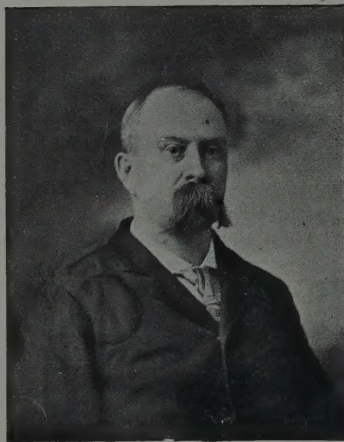
stipulation as to "clearance" I ought to put upon the term the meaning different from that which I believe to be its ordinary meaning, and that I should read the words of the contract as meaning "cleared and ready to sail not later than the 31st of May," but it is not my duty to read into the contract words which the parties have not chosen to use. My duty is to give to the words which I find in the contract their ordinary signification and interpret the contract accordingly. If the plaintiffs had chosen to do so they could have stipulated that the vessel "should sail" by the date named, a very ordinary stipulation in contracts such as this; such a stipulation, however, is by no means the same as "clearing"—"clearing" and "sailing" are two quite different things, and "clearing" and "being ready to sail" are by no means necessarily the same thing. The plaintiffs chose their own expression, an expression the meaning of which is to my mind not in the least doubtful, and having chosen their own expression, their contract must be interpreted according to the meaning which I attribute to the words they have used, hence judgement will be given for the defendants, with costs.

INSPECTOR MCKENZIE.

State Grain Inspector McKenzie of Kansas has been getting after the car pluggers who have come to be so much in evidence that he has found it necessary to issue to local inspectors an order on the subject, which is as follows:

All persons inspecting grain shall in no case make the grade above that of the poorest quality found in any lot of grain inspected, where it has evidently been plugged or otherwise improperly loaded for the purpose of deception.

His theory is that if good grain is graded as low as the poorest in the car, the pluggers will find



INSPECTOR A. E. MCKENZIE OF KANSAS.

their fraud too expensive to continue, and will load good grain and poor grain in separate lots, and be honest because it pays.

A. E. McKenzie, who has been Chief Grain Inspector of Kansas since April 10 last, is a thorough grain man, having been a grain grower and buyer and elevator man all his life. Born in Ohio, in 1854, he came West with his parents while very young and lived on a farm in Illinois until 1884, when he went to Kansas and took a position as superintendent of and grain buyer for a big elevator. Later he was promoted to be superintendent and inspector of grain for the well-known Rex Mills of Kansas City, the largest flouring mills in the Southwest, a position which he held for five years, and until Governor Stanley selected him to be chief inspector for the state of Kansas.

Although Mr. McKenzie has always been a Republican and was appointed to this office by a Republican governor, politics play no part in the management of his office, which is conducted wholly in the interests of the grain growers and grain buyers of Kansas and not of the super-abundant crop of politicians in the state; and having started auspiciously his administration will assuredly be a popular one with those directly interested as grain growers and shippers.

Authorities generally agree that if the farmers will cut their wheat to leave a long stubble and will then burn the stubble immediately after harvest, they will not only kill the insect, and its larvæ for next year's fly, but will destroy the weeds also, while at the same time the ashes of the stubble will add a needed fertilizer to the ground.

ELEVATING GRAIN BY LEG AND PNEUMATICS.

BY WM. E. WINN.

The following table shows the power required to elevate grain sixty feet high vertically, or 100 feet horizontally, by the ordinary elevator leg and the pneumatic system, assuming the grain to weigh 60 pounds to the bushel. In the column for elevator leg 20 per cent has been added for friction, and the same for the belt conveyor system for conveying horizontally:

Bu. per hour.	By Leg, h. p.	By Pneumatics, h. p.
10,000	28.81	168
8,000	23.44	122
6,000	18.09	90
3,000	10.54	67.4
2,000	7.35	60
1,500	5.26	42
1,000	3.17	33
500	1.59	16
250	0.80	9
100	0.33	5

The capacities from 100 bushels to 2,000 bushels per hour have been tested as to horsepower, and are substantially correct for the pneumatics. From 2,000 to 10,000 bushels per hour the power is estimated from the manufacturer's catalogue of positive blowers and is based on the blower maintaining two pounds' pressure per square inch.

The great amount of power required for handling grain by pneumatics is owing to the friction of the air in the pipes. The following table will give an idea of the amount of air that must be handled to transfer grain:

Bu. per hour.	Cubic ft. of air per hour.
10,000	1,058,400
8,000	765,600
6,000	567,000
3,000	421,800
2,000	376,200
1,500	264,000
1,000	210,000
500	132,000
250	90,000
100	59,500

The proportion is about three pounds of grain to one pound of air. For example, consider 500 bushels per hour, requiring 132,000 cubic feet of air per hour. Air at 32 degrees Fahrenheit and barometer pressure of 29.92 inches of mercury equals .080728 pound per cubic foot; or, one pound equals 12.387 cubic feet of air. Divide 132,000, the amount of cubic feet of air required to handle 500 bushels per hour, by 12.387, the result will be 10,656 pounds of air. The 500 bushels of grain (60 pounds to the bushel) weighs 30,000 pounds, and 132,000 cubic feet of air weighs 10,656 pounds, showing a proportion, as above stated, of nearly three to one.

Although the above tables show that the pneumatic system requires more power, it will often be found profitable to adopt this system, owing to its being capable of conveying the grain vertically and horizontally at the same time; and also, owing to the flexibility of the pipes, it is possible to reach a great distance and convey the pipes to the grain and not the reverse, as is the case of the hold of a vessel, when the grain is mostly shoveled to the marine leg by manual labor. Another advantage in favor of the pneumatic system is, that the pipes can be supported on telegraph poles or laid under the ground, thereby doing away with galleries and tunnels, as required when belt conveyors are used. It requires about one-third less power to blow grain than for conveying by suction air-currents. The tables are prepared for suction air-currents only.

SPENCER GRAIN COMPANY.

The Spencer Grain Company, which recently extended its line of elevators, has removed to Minneapolis from Spencer, Iowa. The company operates along the lines of the Chicago, Milwaukee & St. Paul road in Iowa, Dakota and Minnesota, and may erect new houses along the line of the new extension of the Minneapolis & St. Louis Railway, now building southwestward from Minneapolis.

The company is officered by R. Troendle, president, and T. O. Phelps, secretary, and has its office in the Corn Exchange building, Minneapolis.

ROSENBAUM BROS'. ELEVATOR.

The latest addition to the elevator of Rosenbaum Bros., of 77 Board of Trade Building, Chicago, standing on what was 100 feet of space between the working house and the series of steel tanks, shown on the accompanying engravings, is about completed, making the storage capacity of the elevator 1,300,000 bushels.

This elevator, which stands on the C. & W. I. Ry. (belt line) at Eighty-fifth Street, Chicago, was built in 1898 and was started in December last. It consists of a working house, a storage house, five steel tanks and a power house, the working and storage houses being combined in one brick building 300 feet long, 70 feet wide and 70 feet high, of which a length of 84 feet is given to the working house, which is separated from the storage house by a brick wall. The cupola is 84 feet long, 60 feet wide and 60 feet high, sheathed with corrugated iron. The house has a complete cleaning and dust collecting system and six elevators.

The steel tanks are each 51 feet 6 inches in diameter and 66 feet high, giving a storage capacity of 110,000 bushels each. The interiors are not divided. The roof of each has a 5-foot rise to the center and there are manholes at top and bottom. The bottom is flat, the grain outlet being through

at the point affected and also a duplicate alarm in the engine room. Independent of the sprinkler system there is a 6-inch standpipe with leads of hose on every floor. Throughout the building there are four to six automatic extinguishers on each floor and connection is made with the alarm system of the city fire department.

NORTHWESTERN IOWA GRAIN RATES.

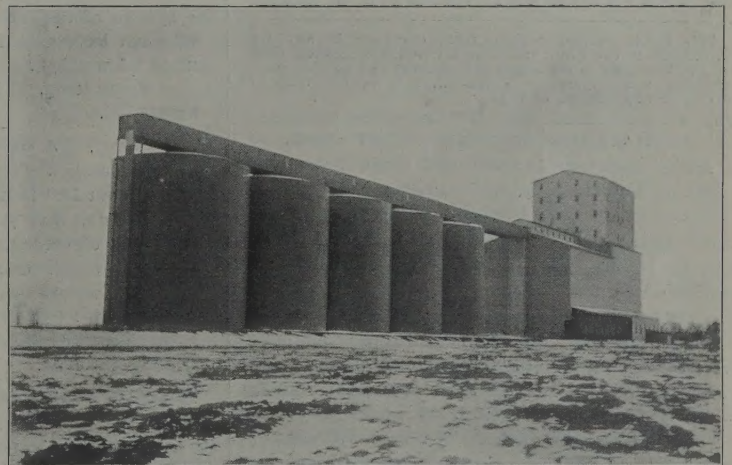
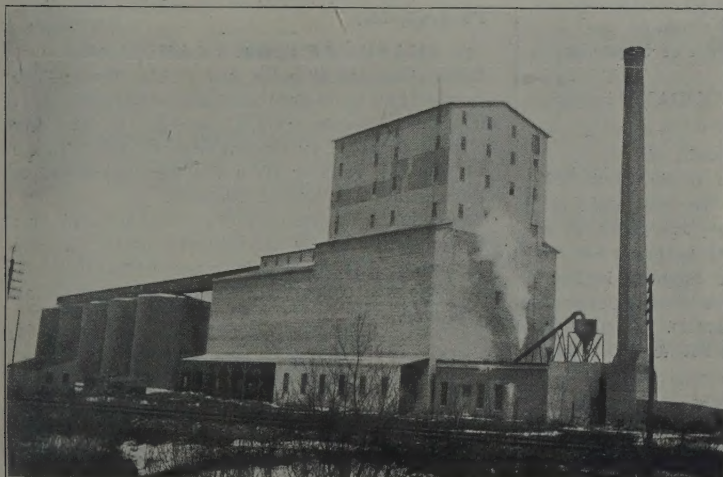
The Interstate Commerce Commission in an opinion by Commissioner Proudly, on July 18, decided the case brought by the Grain Shippers' Association of Northwest Iowa against the Illinois Central Railroad Company and others. About two years ago the Association filed a complaint with the Commission that the grain shippers of Sioux City and contiguous territory were being discriminated against by the railways of that territory, it appearing that while Kansas City had rate to Chicago of 15 cents the rate from Sioux City was 19 cents; and as both cities are "Missouri River points," the shippers of Iowa claimed they were entitled to protection and to a reduction of the rate.

The Commission in its decision says that it finds that the transportation of grain eastward from

rates in the territory concerned. Thus, Mr. A. F. Call, attorney representing three of the roads interested, has said: "The roads might adopt the recommendation because of the high source from which it comes. The Commission's action may have some force with the roads. The recommendation may be used as a leverage by the shippers to secure a reduction. The Commission cannot make a ruling or decree in such matters, although it still retains great powers in other lines. The action, under the circumstances, amounts to but little."

This case, before being submitted to the Commission, attracted some attention in the Federal Court of the Sioux City district, in which the shippers had sued the railroads to recover the alleged overcharges paid by them for a series of years, aggregating the enormous total of \$2,000,000. These cases, however, never came to a hearing on their merits, having been dismissed by the court for want of jurisdiction. The appeal to the Interstate Commerce Commission, therefore, contained a claim for reparation for this excess. This appeal was denied by the Commission, on the ground that there is no evidence that the rates were excessive at the time they were paid.

Incidentally, the Commission decided that a plea based upon the capitalization of a railroad, to have consideration in cases involving the readjustment of



FRONT VIEW, WORKING HOUSE—ROSENBAUM BROS.' ELEVATOR, CHICAGO—REAR VIEW, SHOWING TANKS.

five 8x10-inch nozzles 13 5-16 inches deep with slides in the nozzles.

The grain is conveyed to the tanks on a belt conveyor in the belt gallery, shown above the tanks, and removed by a similar conveyor in a tunnel under the tanks, the two belts, so to say, being actually but one continuous belt, the beltway between gallery and tunnel being at the end of the storage house and down the side of the last tank, as seen in the picture. The gallery is built of iron and steel and is 12 feet wide, while the belt is of rubber and 36 inches wide. The tunnel is of concrete and is 5 feet 2 inches wide by 6 feet high. Grain is taken from the belts by suitable trippers.

There is a railway track on each side of the plant. The grain arriving is unloaded into pits under the track, elevated, weighed and cleaned, and then is taken by belt conveyors to the storage bins or tanks. a continuous belt in the working house delivering grain to the belt above described for final delivery to the bins or tanks. When loading, the grain is dropped upon the tunnel belt and elevated to the spout leading to the cars. The handling capacity is 125 cars in and the same number of cars out each day of 10 hours.

The elevator has a complete fire protection system consisting of a 1,000-gallon fire pump connected with the city water system and also with a cistern of 80,000 gallons capacity; besides which there is a complete sprinkler system, with water stand tanks under the roof, to prevent the freezing of which the water is held back by compressed air, says the Railway and Engineering Review, to which we are indebted for information and cuts. Should any part of this system be tampered with or become injured the escape of air will sound an alarm

Kansas City and from Sioux City and other points in the territory adjacent to Sioux City is subject to competition between the carriers; but that while reduced rates have resulted from the competition at Kansas City, the competition in Northwest Iowa has been more effectively restrained by an agreement formerly in effect, and, since such agreement was canceled, by continuance of rates without substantial reduction. The rate on corn to Chicago from most points in Western Iowa is 17 cents per 100 pounds. Examination of the rates and rate changes for a period of years indicates that a rate of 15 cents on corn from Kansas City to Chicago should be applied at all Missouri River points; but the evidence is not sufficient to enable a definite conclusion. It does appear, however, that the rates on grain from Sioux City and other points in a limited section of Northwest Iowa are too high and should be reduced; that is, that the 19-cent rate from Sioux City should be reduced to 17 cents by the extension of the 17-cent rate on corn (paid by most points in Western Iowa) to Sioux City and to points in Iowa on and east of the Sioux City & St. Paul Railroad (now part of the C., St. P., M. & O. system), and that a corresponding reduction should be made from other points in Southeastern South Dakota. The Commission further held that while no opinion is expressed as to what is the proper relation of the rates on wheat and corn from Sioux City and adjacent territory, the difference of four cents, which now prevails from most shipping points in that section, should not be exceeded.

As the Commission has no power to enforce its recommendation that a lower rate should obtain, some interest is felt in statements of the railroad men as to the probable effect of the decision on

rates, should be accompanied by a history of the capital amount, the value of the stock and various securities and the actual cost and value of the property itself; also that, to make the capital account of railroads the measure of legitimate earnings would place as a rule the corporation which has been honestly managed from the outset under enormous disadvantages.

A GRAIN CONTRACT.

The following is a copy of the grain contract prepared by Secretary A. H. Bewsher of Nebraska and now in more or less general use in that state:

.....Nebr.
I,.....do hereby sell and agree to deliver to
....., or agent, at elevator at
station, in.....County, State of Nebraska, be-
tween the.....day of....., 189., and the.....
day of.....189.,bushels of good, dry,
merchantable.....for which I am to receive
.....cents per bushel; said.....being now in
my possession and free from incumbrance, and is
situated on the.....in the County of.....
State of Nebraska. I do furthermore acknowledge
receipt of.....Dollars as part payment on this
sale and confirm the contract as above made.

Witness my hand thisday of....., 1899.

Witness:

.....
.....

Mexico now stands third among the corn producing countries of the world, its production in 1897 being officially estimated at 121,893,000 bushels. Its rival for second place, after the United States, is Austria-Hungary, which produces about 150,000,000 bushels annually.

A CORNFIELD BALLAD.

In deep-green, wind-stirred acres spread,
A great bright sea, whose billows, rolled
Not o'er blanched bones of brave men dead
And sunken ships and long-lost gold,
Bear on their softly-swelling breast
Vast argosies with cargoes sweet—
The cornfields stretch athwart the West
To where the sky and prairies meet.

Here is no ditch, no dim-traced camp,
Nor Roman road, nor crumbling towers
With moat and wall and dungeon damp—
Here is but corn and unsought flowers.
Yet this fresh soil is glorious ground,
Although it bears no half-healed scar
Of far-famed feud and its vast bound
Has never throbbed with sounds of war.

We speak of dead kings dear to fame
And ponder on the ruin they made,
When War was but Death's favored game
And for mere pawns the skilled hands played;
Grim stains obscured their frescoed halls,
Their noblest deeds were dimmed with strife,
Their brightest fields death darkened all—
In these fresh fields is boundless life!

Life, pulsing in its pure delight,
Lifts each plumed head and haughty blade
Of that vast host which goes to fight
In stainless power a new crusade;
On every sea its flags, unfurled,
Shall wave in victories of peace,
Till plenty shall encrown the world
And hunger and dire want shall cease.

—Effie Smith in *Atlanta Constitution*.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

PURCHASED ANOTHER ELEVATOR.

Editor American Elevator and Grain Trade:—We have to-day (July 19) purchased the elevator at Dunkel, Ill., of John Erisman. We will make some needed repairs and begin to operate it next week.

Yours truly, METZGER BROS.
Pana, Ill.

WANTS CHEAP ELEVATOR POWER.

Editor American Elevator and Grain Trade:—We would like to hear from some of your readers as to what is the best and cheapest power for running a cleaning mill and elevating grain at the same time.

Yours truly, SCHNEIDER COMPANY,
Per Adam Schneider.
Garner, Iowa.

MUTUAL INSURANCE PROVES A SAVING.

Editor American Elevator and Grain Trade:—We carry all our insurance in mutual companies and find it quite a saving. We would be very much opposed to driving out the mutual companies from Illinois.

Yours truly, SUFFERN, HUNT & CO.
Decatur, Ill.

WOULD TRY MUTUAL INSURANCE.

Editor American Elevator and Grain Trade:—My experience with mutual companies on country insurance has been satisfactory. I have never carried any commercial risk in a mutual but would like to try it. I think it would be all right.

Yours truly, WM. TRUITT.
Findlay, Ill.

FOUND MUTUALS UNSATISFACTORY.

Editor American Elevator and Grain Trade:—We carry insurance only with stock companies, and have done so for years. Have had insurance in mutual companies, but would not try it again, as our experience with them has not been satisfactory.

Yours truly, THE UNION ELEVATOR CO.,
A. W. Gibbons, Secy. and Treas.
Cleveland, Ohio.

MUTUAL INSURANCE IS ECONOMICAL.

Editor American Elevator and Grain Trade:—My elevators are insured in mutual companies, and I regard stock rates excessive on elevator property, compared with other risks. My experience with mutual companies has been very satisfactory, and I do not think they have any elements of weakness. I think we have already mutuals enough to take care of the elevator property. On one policy

of \$2,000 I have saved \$56 in one year by insuring in a mutual company.

Yours truly, G. A. STIBBENS.
Coburg, Iowa.

FARMERS HAVE SATISFACTORY MUTUALS.

Editor American Elevator and Grain Trade:—I am insured in a stock company and think their rate high, it being \$2.75. We have no mutual company here that will insure an elevator building, although we have a company here that is giving the best of satisfaction among the farmers.

Yours very truly, H. A. WYNN.
Perth, Kan.

NATIONAL INSPECTION IS DESIRABLE.

Editor American Elevator and Grain Trade:—In our opinion it would be better to have a national grain inspection law and the inspection conducted by United States officials. As it is now, some markets make much easier grades than others, and it is very hard to figure on what you are going to get on different markets.

Yours truly, N. J. JOHNSON,
Assistant Manager.
Ames, Neb.

FAVORS GOVERNMENT INSPECTION.

Editor American Elevator and Grain Trade:—The suggestion of a national grain inspection law, the inspection to be conducted by United States officials, seems to us a good one. The dealer would meet but one system of inspection in all cities.

Why not have a uniform system of inspection as well as of weights?

Yours truly, B. M. STODDARD & SON.
Toluca, Ill.

A CORRECTION.

Editor American Elevator and Grain Trade:—We notice in your last issue, in the Elevator and Grain News column, that you say we are going to increase our elevator from 3,000 to 6,000 bushels. This is an error. Our present capacity is 25,000 bushels and we are increasing our handling capacity per day from 3,000 to 6,000 bushels.

Yours truly, CARTER & MOODIE.
Wellington, Kan.

ELEVATORS ARE HAZARDOUS RISKS.

Editor American Elevator and Grain Trade:—Our entire insurance is placed with stock companies, as we do not believe in mutuals, whether fire, life or accident.

Rates on elevators and grain are quite high, still the risks are quite hazardous. Fire in an elevator generally results in a total loss.

Yours truly, THE KONRAD SCHREIER CO.
Sheboygan, Wis.

CARRIES MUTUAL INSURANCE.

Editor American Elevator and Grain Trade:—We are of the opinion that the stock company rate of insurance on elevators and grain is higher than the risk involved makes necessary. Our insurance is all carried in a mutual company—the Millers' National of Chicago. So far as our experience goes, we have found the mutual insurance to be satisfactory, and much cheaper than the old line stock insurance.

Yours truly, WELLSVILLE GRAIN & LUMBER CO.,
Per C. A. Smith.
Wellsville, Kan.

BELIEVES MORAL HAZARD GREATER THAN FIRE HAZARD.

Editor American Elevator and Grain Trade:—I am using only stock insurance companies. I regard stock rates as out of proportion to the actual fire hazard. I have long believed the moral hazard far greater than the fire hazard. Whether it would be any less in a mutual organization is problematical.

Have had no experience with mutual companies. Am not sufficiently informed to justify an expression of opinion as to their strong or weak points. Am inclined to think an organization for elevators and grain preferable, for the reason that owners of doubtful character would be less liable to get in. Though should, or could, the same care be exercised to avoid all uncertain (moral) risks, I see no

objection to broadening the field of operations. In other words, I believe we pay about one dollar for protection against fire and about two dollars to the fellow who sells out to the insurance companies.

Yours truly, M. R. ALLSUP.
Maroa, Ill.

DIRTY ELEVATORS CAUSE HIGH RATES.

Editor American Elevator and Grain Trade:—We have not given the insurance business very much thought. I think we are paying too much insurance, but we have so many careless elevator men who take no pride in keeping their elevators clean, so that it makes it quite risky for the insurance companies. We would be in favor of mutual insurance.

Yours respectfully, H. VAN BEUNING & CO.
Emden, Ill.

NEW INSPECTION SYSTEM FOR PORTLAND, MAINE.

Editor American Elevator and Grain Trade:—The committee from the Merchants' Exchange and Board of Trade of this city, in charge of a plan for a system of grain inspection for this port, has so far progressed as to be ready to report a system as soon as one other railroad company interested in the matter replies to the committee's letter upon the final details of the system. We hope for its completed operation here within the next 60 days.

Very truly yours, M. N. RICH,
Portland, Me. Secretary.

CHANGE OF FIRM AT CHICAGO.

Editor American Elevator and Grain Trade:—The copartnership heretofore existing under the firm name of Gerstenberg & Kroeschell is this day (July 15) dissolved by mutual consent, Mr. William L. Kroeschell retiring from the same in order to engage in another line of business.

The commission business conducted by said firm will be continued by Gerstenberg & Co., a firm composed of Erich Gerstenberg and Adolph Gerstenberg, who will collect all accounts and assume all obligations.

Respectfully yours, ERICH GERSTENBERG,
WILLIAM L. KROESCHELL,
ADOLPH GERSTENBERG.
Chicago, Ill.

FROM SOUTH DAKOTA.

Editor American Elevator and Grain Trade:—I am not posted on insurance on elevators, as I am only an elevator agent, but on merchandise the insurance comes very much cheaper in the mutual than in the stock companies, and I think if properly conducted it would be much more reliable.

The farmers at this place have organized and incorporated, and are making preparations to build a 25,000-bushel elevator at once.

F. F. Ribstein, who has been agent for the G. W. Van Dusen Grain Co. for the past 12 years, has purchased their property at this place, and is converting the warehouse into a 30,000-bushel elevator with a 6-horsepower gas engine for driving same.

The Atlas Elevator Co. will put in a wagon dump scale and otherwise improve their plant here.

Yours truly, A. E. BUNDAY.
Bruce, S. D.

SHOULD FURNISH CLEAN CARS AND BILLS OF LADING.

Editor American Elevator and Grain Trade:—I am strongly in favor of a law that will require railroads to weigh and receipt for actual weight of bulk grain at shipping station and deliver the same amount at destination or pay for the deficiency. Also that they clean and put their grain cars in proper order to be loaded instead of furnishing them to us without grain doors, with floors broken and ends stove out in places, and floors often covered with coal dust, manure, etc., that takes time and labor to remove.

I inclose \$1 for another year's subscription to your excellent journal. The "American Elevator and Grain Trade" is certainly an up-to-date paper and one that must interest every grain dealer who reads it. If the timely suggestions in the editorial columns were more carefully read and better applied by the average grain shipper, losses would

be fewer and complaints of and to commission firms would be less frequent.

Yours truly, F. A. SCOTT.
Eagle Grove, Iowa.

COST OF MUTUAL INSURANCE TOO UNCERTAIN.

Editor American Elevator and Grain Trade:—Our experience with mutual insurance companies has been costly. We have insured with stock companies for 30 years and only once with a mutual, and that one year cost more than three. We like to know what a thing costs when we buy it.

Elevator risks with high-running machinery in the top are very dangerous. We think stock company rates too high only on risks that do not have that element of danger.

Yours truly, VAN VLECK & SON.
Philo, Ill.

NATIONAL INSPECTION DIFFICULT TO ACCOMPLISH.

Editor American Elevator and Grain Trade:—We, of course, think that a national inspection law, making the inspection uniform throughout the country, would be preferable and advisable, but we doubt very much whether such an arrangement could be accomplished, as the quality of the grain differs materially according to the climate in the different sections.

We have removed our main office from Spencer, Iowa, to this city.

Yours truly, SPENCER GRAIN CO.
R. Troendle, Prest.
Minneapolis, Minn.

SATISFIED WITH LINE INSURANCE.

Editor American Elevator and Grain Trade:—I hardly feel myself competent to speak advisedly on the insurance question, for the reason that I know but little of the mutual companies by personal experience. I have done all my insuring (and a great part of the time carried a heavy line) in the stock companies. I have not felt that their rates were excessive, considering the risks. I have twice met with losses by fire, and both were promptly and fairly adjusted, and so I feel disposed to "leave well enough alone."

Yours truly, L. SIMONTON.
Lebanon, O.

GRAIN INSPECTION AND POLITICS.

Editor American Elevator and Grain Trade:—I hardly believe a national grain inspection law, conducted by United States officials, would be any more satisfactory than the present state inspection departments. As long as the inspection of grain is left to politicians, I don't believe same will ever be satisfactory to the regular dealers. It appears that a man's fitness for the position is not taken into consideration when the appointments are made. All that is necessary for him to secure the appointment is to have a political pull with the chief executive. I believe the sooner the present laws are repealed and the inspection of grain placed entirely under the supervision of the boards of trade, in connection with the different state associations, the sooner we will have competent men to do this work.

Yours very truly, E. J. SMILEY.
Concordia, Kan.

PREFER STRENGTH TO CHEAPNESS.

Editor American Elevator and Grain Trade:—We carry all our insurance in the strongest "old line" companies we can get, as when we buy insurance we want as good an article as we can get. While we pay more than we would to a mutual, we feel much safer.

We have found old line companies that make as much inquiry into the elevator owners' character as they do to the exposures, etc., and they will not accept the risk until they are satisfied as to the moral hazard. This we think very proper, and if carried out by all companies, would no doubt reduce our rates.

We have not had enough experience with mutual companies to say much about them. We believe if all insurance companies turned down risks where the moral hazard is of consequence, and some elevator owners were more careful to keep their prop-

erty in good shape, rates would soon be lowered.

On the whole, and one year with another, rates charged us have not been much too high.

Yours truly, TURNER & BRENNER.
Wayne, Neb.

MUTUAL AND STOCK RATES EQUALLY SATISFACTORY.

Editor American Elevator and Grain Trade:—Regarding stock insurance companies would state, we at present deal with both mutual and stock companies, and in some cases find the old stock companies' rates fully as satisfactory as the mutual. If the elevator people had a mutual company to carry the elevator property and grain alone, it might be some satisfaction. We have no reason to complain, however, of the present mutual companies with whom we have been doing business. Business has been very satisfactory with them.

Yours truly, E. R. ULRICH & SONS.
Springfield, Ill.

PREFERS STOCK COMPANY INSURANCE.

Editor American Elevator and Grain Trade:—I have had very little experience with mutual companies, as I never use them. So far as I have come in contact with them, through others that have used them, I do not think that they are the best. I would think it a hard matter to know what premiums one does pay in a mutual company, as they are based on the amount of loss and have no other backing, other than their policy holders. I prefer to do business with stock companies that are reliable, and do not think their rates are excessive on elevator property, everything considered. I would not advise the formation of mutual companies to insure elevators and grain.

Yours truly, E. M. WALBRIDGE.
Northfield, Minn.

A STEEL ELEVATOR ADVOCATE.

Editor American Elevator and Grain Trade:—When the C. H. & D. Elevator B was being figured on in 1897, Mr. E. A. Fallis, a prominent elevator architect, presented plans for an elevator of steel construction throughout, at 10 per cent less cost than for the same capacity as the elevator just destroyed by fire.

A strange fact happened in this connection. A prominent elevator contractor of Minneapolis had wired Mr. Fallis to bring these same plans to him, and Mr. Fallis was waiting for his train when the alarm was sounded for the fire that proved the complete destruction of the C. H. & D. wooden elevator B, and proving that the steel construction is the only safe method of building elevators.

Mr. Fallis of Toledo is a pioneer in the construction of steel elevators, and he has seen theories which he has advanced come at last to be considered by elevator men as the only safe method of construction.

INCOMPETENT INSPECTORS.

Editor American Elevator and Grain Trade:—As to the changing, officially, of the grain inspection department of our state, would say that this department should by all means be in the hands and under the immediate control of United States officials. Such officials should be men made competent for such office by experience had in handling cash grain in large quantities.

The shippers of this state are well aware that there is need of experience in grain by some of the present inspectors. To substantiate this assertion, I cite an experience had by a fellow shipper in this town. My competitor shipped a car of old oats (oats a year old) to Chicago, and the grain was very nice and clean. The inspection made on that car of oats was returned to the shipper as car number so and so, "oats green and damp." From this, one would suppose that the inspector of that car took for granted that all oats coming to market now are new and just from the thrashing machine. This incident was related to me by my fellow shipper.

The shippers of this state demand facts and not suppositions. There is too much money involved in the grain business in this country to have such an important department as that of grain inspection of Illinois in the hands of any other than men of

life experience, capable of judging the quality of all conditions of grain which may pass through the inspection department of this state. I would say, let us have competent United States official inspection in this great grain state of Illinois.

Yours truly, E. C. SUMNER, Mgr.
Milford, Ill.

MUTUAL INSURANCE IS BEST.

Editor American Elevator and Grain Trade:—We use both stock and mutual insurance companies. Some rates on elevators from stock companies are excessive, but in a case of that kind we usually insure in mutual companies or take the risk ourselves. In fact, we generally dictate the premium at our end. We think the mutual plan much the best for insuring any property. Where it is well managed there is no question in that respect, but they have had a hard life so far; so many companies have failed.

Yours truly, TURNER-HUDNUT CO.
Pekin, Ill.

PREFERS MUTUAL INSURANCE.

Editor American Elevator and Grain Trade:—We use both old line and mutual fire insurance companies, but only use the former on short-term policies, as we consider their rates excessive. For long terms of insurance we much prefer good mutual companies, as our experience with them has been very satisfactory indeed, although we have had no losses to settle in either old line or mutual. We would much prefer insuring in some well established mutual companies, carrying both mills and elevators, for instance, to going into a new company carrying nothing but elevator risks alone, but see no reason why a company of this kind should not prove a success if conducted properly.

Respectfully yours, H. WORK & CO.
Ellsworth, Kan.

NEW GRAIN FIRM AT DECATUR.

Editor American Elevator and Grain Trade:—As you will notice by my letterhead I have located in this city, under the firm name of C. A. Burks & Co. It is my intention to carry on a general line of track buying and shipping, together with cribbing, as the occasion may present itself. As you already know, I have disposed of my elevators at Bement and Milmine, Ill., which leaves me only the one at Pierson, which will probably be disposed of later on.

I have secured a convenient and commodious office and provided myself with local and long-distance phones, telegraph calls and competent office help, and hope to be able to build up a trade which will warrant the energies expended.

Very respectfully, C. A. BURKS & CO.
Decatur, Ill.

SHIPPERS SHOULD ORGANIZE MUTUAL COMPANIES.

Editor American Elevator and Grain Trade:—We have never carried any insurance with mutual companies and have really not investigated their methods sufficiently to have much knowledge of them. We have no doubt that the stock rates are excessive, and we believe it is largely for the reason that they do not distinguish between good and poor risks. We have felt the effect of this discrimination in our own business sharply until within the past two or three months, when we got a readjustment of our rates here. For two or three years prior to the last year, the rate on our elevators here was \$3.65 for buildings and \$3.45 on stock, with first-class fire protection, while country houses in our own county, without any protection whatever, are rated at \$2.50.

We have thought for several years that a mutual insurance company confined to country elevator risks alone would be the most economical for grain men, as the losses would be confined entirely to one hazard. By far the largest per cent of loss on grain and grain houses is from the public elevators, such as the one that was burned in Toledo this week. We do not have any idea that stock companies distinguish as between the loss on country elevators and the larger ones, but throw them all into one class and require the good risks to pay for the poor ones. We can see no reason why strong

mutual companies could not be organized among the shippers that would be perfectly reliable and as safe as any of the larger companies.

Yours truly,

STUDABAKER, SALE & CO.

Bluffton, Ind.

OPPOSED TO CHANGE OF OATS GRADE AT CHICAGO.

Editor American Elevator and Grain Trade:—We think the proposition to have national grain inspection is an excellent one from the fact that there exist so many different rules for grading of grain—every state having an entirely different system.

We think grades should be uniform in every state so that shippers would know just what they have to contend with.

Our experience with "boards of appeal" is that they are a farce from start to finish, as a man with a "pull" stands a show to get the "whole thing."

We also notice that an effort will be made to change the contract grade of oats in Chicago, which will practically admit all No. 3 white oats. We certainly think this a very unfair proposition. We hold that any buyer of futures should have the right to demand No. 2 mixed or No. 2 white oats. This would not interfere in the least with anyone who had cash oats to handle, and might be a check on indiscriminate selling of futures by persons who never saw an oat.

Yours very truly,

THE SIDELL GRAIN & ELEVATOR CO.,

By J. H. Herron.

Sidell, Ill.

UNSATISFACTORY EXPERIENCE WITH MUTUALS.

Editor American Elevator and Grain Trade:—For a number of years I kept my elevators and grain insured in the old line companies. Then a mutual company was organized in Moline and Rock Island, called the Mississippi Valley Manufacturers' Mutual Insurance Co. and another one called the Northwestern Mutual. I went into both and staid with them about two years, and then concluded I would look the thing up, but I had to look down, as the bottom was almost out of it. I therefore canceled my policies, and a short time proved that I was correct.

I therefore went back to the stock companies and have staid with them since. I do not think our rates are very high. I run my elevator from a feed mill by a shaft, the whole thing being run by a gasoline engine. The mill is 80 feet from the elevator. My rate is \$1.50 on elevator and \$1.25 on grain.

I would not object to going into mutual companies if it was cheaper to do so, and there was any foundation to them, but a good many of them are gotten up on the wildcat plan. The main thing is for the officers to make money out of it, and two or three little fires knock them out. As is indicated by my letter head, I am agent for a number of the leading insurance companies, and it would be natural to suppose that I would say all I could against mutuals, but this is not so, for I went into the two mutuals while I was agent for the old line companies. Like most men, I would go into anything that is for my own good, but must say candidly that my experience so far with mutuals has not been encouraging.

Yours truly,

M. SCHOONMAKER.

Reynolds, Ill.

NATIONAL INSPECTION WOULD CORRECT MANY EVILS.

Editor American Elevator and Grain Trade:—We are decidedly of the opinion that the enactment of a national grain inspection law, the inspection to be conducted by United States officials, would be of decided benefit to the grain interests at large, more particularly to the country shippers and farmers. We can see many reasons why the grain dealers in the market centers should object to such a law, but a national law with a uniform system of grain inspection, by United States officials, would certainly correct many evils now existing.

We do not know much about the inspection in Chicago to-day, but our experience some years ago was very unsatisfactory. At that time we were

purchasing considerable wheat out of Chicago, and we were very much disappointed with reference to the quality, for knowing full well how rigid the inspection was, we certainly expected to receive the same class of grain on out inspection, but we did not by any means, and ever since then we have given Chicago the go-by, particularly when we are in the market to buy grain.

The inspection of grain at Kansas City and their methods of mixing have given that market such a black eye that a miller having any pride in the character of the flour he produces will not use Kansas City elevator wheat under any circumstances. Then, at hardly any two markets will the same rules and grades apply. No. 2 Red Winter Wheat in Kansas City will not pass muster in St. Louis, neither will No. 2 Wheat in St. Louis pass muster in Chicago, and so on.

We can only repeat that such a law would be of vast benefit to the farmers and interior dealers, but no doubt it would be seriously antagonized by grain dealers at the market centers.

Yours truly,

SHELLABARGER MILL & ELEVATOR CO.,

W. L. Shellabarger, Secretary.

Decatur, Ill.

CHANGING THE GRADING OF OATS.

Editor American Elevator and Grain Trade:—There has been considerable agitation for the past two years regarding the making of No. 3 white oats deliverable on contracts made for future deliveries of No. 2 mixed oats. The claim in favor of it is, that No. 3 white oats are considered a higher grade of oats as the price rules 1 to 2½ cents over No. 2 mixed, and the demand is more general both for the eastern and export trade; and that white oats are much the largest proportion of the oats crop raised in the principal oats growing states.

Another reason urged and now being urged by eastern or New York traders is, that there is not enough stock of No. 2 mixed for it to be safe to sell futures on No. 2 mixed oats as a hedge against No. 3 white oats for shipments. And the speculator talks the same way, claiming it gives the longs too much of a chance to control the prices of the future.

Now, admitting this, what would be the result of making No. 3 white oats deliverable on future contracts when only No. 2 mixed or No. 2 white are deliverable?

It would be to lower and generally demoralize prices for the general crop of oats tributary to the Chicago market, for the following reasons:

It would cause the elevator interest to bid the country for 3 white oats, the poorest of which they would put into store and sell for some future month. They would take the best, and either run them through their "hospital" and then get them passed into their "regular" elevator as No. 2 white or would sell them on track by sample for a premium of 2 to 3 cents per bushel.

It would soon be known by the shipper, and also by the trader, that our stocks of contract oats were increasing and that the quality was of the lowest quality of 3 white oats, which would cause shippers to refuse to ship them out, and prices would be lowered. Then the bids to the country would be based upon the prices of our market.

Another interest which would help to sell prices down is the large speculative traders, who always want to sell short, and have the ability to sell prices down. The delivery of 3 white oats would be considered the greatest "bonanza" offered them that the Board could give. Now, add their big and reckless selling, which would crush futures still lower, never fearing the amount sold, because of the goods deliverable on such contracts, then out go the lower bids to the country and the country shipper suffers, but the poor farmer who has worked so hard to raise the crop is the greatest sufferer. It would cost the West millions of dollars yearly.

At present the oats are handled to the best advantage for all parties, from the farmer to the consumer, that can be, because the crop is handled most largely by the commission merchants, who examine every carload, getting a sample of the individual car and selling the same to the buyer, who is willing to pay the value of the property, and so through to the consumer. And oats are the only grain left

that can be handled this way, as all other grain is subjected to the manipulation by the elevator interests.

It is sincerely hoped that oats may be saved the destruction of value by elevator hospitals.

CHICAGO COMMISSION MERCHANT.

Chicago, Aug. 12, 1899.

MEETING OF THE GRAIN DEALERS' UNION.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri are offering the benefits that accrue from a membership in the Association to the grain dealers along the Rock Island road, and in order to give the dealers an opportunity to join the Association a meeting was held at Atlantic, Iowa, August 1, at 8 p. m. Several new members were added and the evening was passed in discussions by the dealers present, and in listening to a strong paper on the necessity of joining the Association, by Secretary Stibbens.

President Hunter of Hamburg called the meeting to order at 8 p. m. He expressed his pleasure at meeting the Rock Island dealers present, but, being unwell and consequently unable to preside, he called Mr. J. D. Young of Anita to the chair.

Secretary Stibbens read the minutes of the meeting held in Creston, in June.

The question was taken up of recent losses to shippers on corn, due to a reinspection at terminal markets after the grain had been held for some time during the extremely hot weather. There were complaints from dealers that where grain had been reinspected and graded lower than at the first inspection, they were obliged to stand the loss. The following resolution was adopted bearing upon this subject:

Whereas, Several buyers have held corn in cars an unreasonable time after its arrival and inspection, and then demanded reinspection because they considered corn below grade given it by official inspection upon arrival, and

Whereas, They have compelled shippers to accept settlement on the basis of lower grade, therefore be it

Resolved, That the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri declare against shippers being required to stand the loss due to any deterioration in quality of grain which occurs after first inspection of grain at terminal market, and also be it

Resolved, That we petition the Chicago Board of Trade to adopt a rule requiring track buyers to accept grain on first inspection, or apply for reinspection within 24 hours after first inspection.

Secretary Stibbens read the following paper:

MR STIBBENS' PAPER.

There is probably no subject that has been so much discussed in the past two or three years as the grain business, and at first thought a person would say there was nothing more to be said about it, but far from it, the business of buying and selling grain at a profit will still be discussed when you and I have passed to a more genial clime, and our posterity in one hundred years from this time will be wrestling with the same problem.

We think the reason local dealers do not take more interest in Association work is that they expect too much in a short time. You do not stop to consider that this work is only in its infancy, and in portions of the great growing grain districts associations are unknown. You all admit, or nearly so, that these organizations have been of great benefit to the trade. Then, how much more would the trade have been benefited if all dealers all over this great state of ours had given their local organizations their very best moral and financial support. Generally speaking, when you find the dealer who is having no trouble, you find the man that thinks associations are of little use. The dealer who has had trouble or is having it, and is relieved by the influence of association work, is the one who is enthusiastic and is lending all his energies to aid and build up the work.

Another trouble we find with members is, that they expect too much from their officers, without making any effort to assist them in the work. You ask, what can I do? Many times, when some irregular dealer is receiving bids, you could stop it yourselves by simply writing a letter to the party sending out the bid, and it will not be ignored, for they well know there is an organization behind it, that will not be slow to take it up, in case they refuse to comply with your request. Do not think for a minute that the president and secretary constitute an association, as they

are only its servants, and are supposed to carry out the directions of the governing committee, but unfortunately we have not been able to receive any directions or instructions from our committee. Not but what they are fully competent to instruct us, but they say go ahead, you know what to do.

A homely quotation, but as true to-day as a thousand years ago, "You scratch my back and I will scratch yours." You fight your competitor and he will fight you. Local dealers lack confidence in each other, they are suspicious of their competitors, and a great many would rather handle all the grain for nothing than to handle half of it at a good profit. Why this is, I cannot answer. Can you?

We cannot understand why some dealers are so backward about joining local organizations; it certainly cannot be the amount of money it costs, for all of you have spent more money in one day fighting your neighbor than it would cost you for two years' dues. Grain dealers usually are a liberal lot of fellows, for they give each year a portion of their earnings to support the professional speculator, but when it comes to helping support association work, with some their liberality ceases at once. My friends, this is not as it should be.

This makes the second meeting held in your city, with a twofold purpose in view, that of benefiting you and strengthening our organization. We have not come here for the purpose of making you great promises, neither do we say that we can eradicate all the evils of the trade in one week, but if you will join us and give us your best support, we will soon have you working in harmony with your neighbor. How many of you are now doing that? Now, don't all speak at once. I will venture the assertion that I can count all the dealers on one of my hands in this audience that are at peace with their neighbors.

We ask you in all candor, does it pay you, and is it profitable to be at war with your competitor? I think every dealer present will admit it, but quite a number of you will return to your places of business from this meeting, and to-morrow you will adorn yourself with war paint, and the first farmer who tells you that John Jones has raised your bid, you will meet the price or go him one better and go right after Jones' scalp, and you will keep doing that until John Jones will have scalped you. Did you ever consider how foolish this is? Have you ever stopped to think the farmer had stretched the truth just a little to work you, and get an extra cent per bushel for his grain?

We are sometimes almost persuaded to believe that local grain dealers are differently constituted from the rest of mankind, if they were not they would want to make some money, but it seems all they want is to handle the stuff or keep their neighbor from handling it. Those of us who are religiously inclined go to our prayer meetings on Thursday nights and get down on our bended knees, and ask the Great Giver of all good things to forgive all our transgressions, and go out the next morning and try to rob our competitor of the grain that rightfully belongs to him.

Gentlemen, this state of affairs should not exist, and the only way to overcome it is to treat your neighbor fairly and honestly. Dealers, you will never gain the friendship and good-will of your competitors unless you use them like honest men, and teach them that you are of the opinion that they are human beings and have a right to make an honest living. If you think your neighbors are all rogues and have no right to a part of the business, you will continually have trouble. Where you have competition get together and talk over your little differences, each of you make some concession, if necessary, and agree on a basis to work on which will insure you a living profit. Your customers do not expect you to handle their grain without a reasonable margin.

If you will go with me to some neighboring station, where there are two or more dealers having trouble, and have a personal conversation with each one of them, they will tell you that it's no use to go into an agreement with the other fellow or fellows, as they are dishonest, untruthful, unscrupulous and robbing the farmers in weights. They call each other vile names, and they say if the devil does not get the other fellows, he will be cheated out of what rightfully belongs to him.

In our section of the country we have had several such places as I have just described, and after we got them together and started their business on a profitable basis for them they became the best of friends. They found their competitor was not nearly so mean a man as they took him to be. The very same conditions can be brought about in this section. All it needs is for someone to come in between you, and you will learn to respect your competitor, and you will soon be found conversing with him frequently, and you will go to him for advice, and in a very short time you will be ashamed of the treatment you have been giving each other. Did you ever in your lives hear a farmer speak a word of praise for the dealer who paid him more for his grain than it was worth? Do you think the

time will ever come when the farmer will go down in his well-filled pocket and put up the loss you have had? I think that time will never come, and so do you. Then why is it we will not learn to buy this grain on a reasonable margin, when we have the opportunity? I can't tell, neither do I believe you can.

I have a dealer in mind who wrote me a letter, and in that letter he said he would spend \$10,000 before he would let the other fellow make \$50. Gentlemen, it's just that kind of business that has ruined the grain business in this country, and as long as you harbor that sort of feeling toward your neighbor it will remain so. Let us bury that feeling so deep that it will sink into hades, never to be resurrected. And over that grave we should erect a monument bearing the following inscription:

The grain man's ill-nature
Has been a grievous wrong,
We have buried it good and deep, boys,
'Midst a joyous throng.

We sometimes have occasion to request the receiving houses and commission firms to stop bidding some irregular dealer or scalper, and they invariably stop it. Occasionally it is necessary to ask them to absolutely refuse to take grain from them on consignment, then we stir up a hornet's nest with some firms, and they tell us they will not bid the irregular fellows, but they insist they must receive consignments from such parties, and state they will look after all such consignments coming their way. They argue it is a free country, and they have a perfect right to receive consignments from any source. True, it is a free country, and the thing for you dealers to do is to say to firms that want the scalping business, take it, but you will never handle a bushel of my grain until you confine yourselves strictly to handling the business of the regular dealers.

Dealers, after you have told a firm that you will not do business with them, stick to it if it takes the hide off, or until they stop dealing with scalpers. We only advise this in extreme cases, but occasionally we run up against a firm that takes this view of it. As an organization we propose to inform our members fully in regard to all firms who persist in handling the scalpers' business, and, when done, we will guarantee that the firms who have been taking care of the irregular shipments will have plenty of time to take good care of their scalping trade.

Some receivers will probably say this is unfair; it may seem so to them, but is it fair for them to ruin the business for twenty regular dealers for the sake of one scalper's trade? Did you ever know of a scalper buying a car of grain unless he set the price up to do it? No, you did not; and you never will. The scalper don't buy grain to make a living out of it; he simply buys it to ruin the business for the regular dealer, and when the dull season comes, is Mr. Scalper there to take single loads of grain? I think not. What kind of markets would the farmers of this country have, if they had to depend altogether on selling to the scalpers? You will agree with me that one-half of the year they would have no market at all.

Tell me, if you can, why it is that we have a few firms that are after that class of business? A legitimate commission firm does not care to take the shipments of the irregular fellows, to the detriment of the regular dealers, and they cannot receive the scalper's business without injuring some regular grain dealer. When we come in contact with such cases, we believe in using persuasion, as far as possible, and when that fails, use stringent measures to overcome the evil. Shippers and receivers should all pull together along this line, as their interests are mutual.

We trust before this meeting comes to a close, every dealer present who is not already a member of the Iowa and Missouri Union will join it, and after you have become members do not stop at that, but join the National. It is to your interest to belong to these organizations, as they are working to benefit you, and you need their support. The railroads are giving you better treatment than ever before, and it has all been brought about by associations properly conducted.

W. F. Johnston, Fontanelle: I have come a long way to be present at this meeting and am glad to see so many here. I hope that those who are not members will join our association. It has been of great value to me.

J. D. Young, Anita: I was much gratified to see the number that attended the meeting at Creston in June, and think that dealers along the Rock Island road would find gratifying result if they would take hold with us.

W. C. Sievers, Walnut: I have been a member of the association for over a year and think that every dealer in our section of the state should join. The small cost of a membership is more than offset by the benefits to be received.

J. A. Campbell, Atlantic: I am not a member of

the association, but cannot say that I am a new man in the grain business. I expect to be interested in the grain and milling business in your city and also to join the association. We do not wish to do business for our health, nor do we wish to injure our competitors. I am glad to meet so many grain men and get acquainted. I think exchanging views is a good thing and do not believe that a man can afford to do business in these progressive times without some organization.

The meeting adjourned, to convene at the regular quarterly meeting, to be held next month at Council Bluffs. Announcement of date of meeting will be sent out by the secretary.

Those who attended were: W. W. Albright, Lewis; D. Hunter, Hamburg; L. T. Spangler, Atlantic; J. A. Campbell and C. T. Campbell, Atlantic; J. A. Irving, Anita; G. A. Stibbens, Coburg; W. C. Sievers, Walnut; G. H. Currier, Prescott; Matt Johnson, Audubon; Christian Sherret, Wiota; W. F. Johnston, Fontanelle; W. F. Shindley, Lewis; M. R. Debusk, Wiota; W. E. Simpson, Marne; Will Martin, Hancock; Henry Gravesmuhl, Audubon; J. D. Young, Anita; W. N. Henshaw and J. W. Ringle, Atlantic; I. O. Patton, Dexter.

OATS ON OCEAN VESSELS.

Exporters of oats have been threatened for several months with a ruling of the marine underwriters which would prevent the shipment of oats in bulk between decks of ocean steamers. The requirement that oats so located should be bagged would have taken all profit out of the business. The outcry of the trade against the rule, both shippers and carriers, led the underwriters to suspend the operation of the rule, which was to have gone into effect May 1, until September 1.

In the meantime negotiations have been in progress looking to a complete rescinding of the rule, and on August 3 it was announced in New York that a compromise had been proposed on the following basis:

Rule 36. Where part of a cargo consists of oats—To be amended by adding the following: "That when a quantity of oats carried in bulk between the two upper decks exceeds 60 per cent of the capacity of said decks, the excess over 50 per cent may be stowed in bulk in compartments fitted with wing shifting boards extending to within four feet of the hatches."

Rule 37. To be amended as follows: "In single-deck steamers where the capacity of oats carried in bulk exceeds 60 per cent of the compartment's capacity taken from the deck to a point six feet below, the excess over 50 per cent shall be stowed in compartments fitted with wing shifting boards, as provided in the foregoing rule."

If this is agreed to, the cost of carrying oats between decks will be materially less than with the original rules in force. Oats are usually known as light grain and the position between decks is particularly desirable for it, since it allows the heavy grains, such as wheat and corn, to be loaded in the hold of the vessel, thus giving better stowage.

NORTHWESTERN GRAIN SHIPPERS.

The annual meeting of the Northwestern Independent Grain Shippers was held at Vining, Minn., on August 5, when the following officers were elected:

A. C. Hatch, Battle Lake, president; William Robertson, Underwood, vice-president; H. P. Berg, Vining, treasurer; Frank Hoskins, Deer Creek, secretary. A. T. Lund, Vining; H. L. Knebler, Brownstown; Ed Johnson, Clitherall; J. M. Wilson, Wall Lake, and Nels Hendrickson, Fergus Falls, directors.

A committee was appointed to look after the interests of the independent shippers in buying, fixing grades and other matters.

Owing to the severe winter many stockmen in the Texas Panhandle fed Kafir corn last winter. The results were so good that in the future it will no doubt be more largely used to put cattle in condition for market.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Collapse of Building Evidence of Negligence.

The second appellate division of the Supreme Court of New York concedes (case of Kaiser against Latimer, 57 New York Supplement, 833) that when a warehouseman has accounted for his failure to return property stored with him by showing that it was lost or destroyed through accident or crime, it is necessary for the storer to prove negligence on the warehouseman's part in order to recover damages from the warehouseman. But, as such negligence may be proved by the circumstances attending the accident, or the loss of the goods, so, the court says, it may also be proved by the mere accident itself, if the accident is of such a character as to raise a presumption of negligence. Continuing, the court says that the collapse or fall of a building from no external violence, nor earthquake or similar cause, is almost invariably the result of negligence, either in the construction of the building or in overloading it; and it is so exceptional an occurrence that the court pronounces it difficult to imagine one to which the rule with regard to the thing proving itself would more forcibly apply.

Rights of Bankrupts in Growing Crops.

Where the exemption laws of a state do not include crops growing upon a homestead, the United States District Court for the Northern District of Texas holds (in the Coffman case, 93 Federal Reporter, 422) that the title to the crop which a person possesses at the time he is adjudged a bankrupt vests, by operation of law, in the trustee in bankruptcy, upon his appointment and qualification, as of the date of said adjudication. This is so, the court holds, notwithstanding an execution cannot be levied in the state upon a crop growing upon a homestead if execution can be levied there on a crop after it has been gathered and removed from the homestead; so that, if the bankrupt gathers the crop after the appointment of the trustee, the latter can require him to turn same over to him, or account for the proceeds thereof. Moreover, in the case of voluntary bankruptcy, where the bankrupt comes forward and tenders all of his property subject to execution, to be applied ratably on his debts in order that he may reap the benefits of the bankrupt act, the court suggests that the question may well be asked, does he not by his act extend an invitation and give warrant to the trustee to come upon his homestead and gather that which belongs to his creditors? But the court does not venture here to answer the question, one way or the other.

Where Land Is Sold to Be Paid For from Part of Crops.

In a contract for sale of real property it was provided that payment should be made by delivering to the seller, in an elevator, the one-half of all grain raised on the premises each year and that until such delivery the title to the entire crop should remain in the seller.

Nevertheless, the Supreme Court of North Dakota holds (case of Boyum against Johnson, 79 Northwestern Reporter, 149) that while the contract remained in force the purchaser of the property was entitled to the possession of the crop for the purpose of thrashing and preparing it for delivery as specified in the contract, and having a right of possession he had a right to say what machine should or should not be used in thrashing the grain, etc.

Furthermore, where, in such a contract, it was provided that default in the performance of any of the covenants therein contained should, at the election of the seller, render such contract void—and there was a default in the covenant to pay taxes, and after such default the purchaser, with the knowledge of the seller, proceeded to expend labor and money in planting and producing a crop upon said land—the Supreme Court holds that after

such crop was produced it was too late for the seller of the land for the first time to give notice of his election to declare the contract void by reason of such default, and thereby secure the entire crop. Under such circumstances, the court says, the law conclusively presumes that the default was waived.

Construction of Contract for Sale of Wheat.

A contract between parties is complete whenever the minds of the contracting parties meet upon a given proposition. Therefore, the United States Circuit Court holds, when a certain shipper of grain from a point in Kansas telegraphed to certain commission merchants in Kansas City, Mo., offering his wheat of the quality and grade proposed at a certain price, and the commission merchants answered accepting the proposition, that moment the minds of the parties had met in agreement, and the contract of sale was complete.

The unqualified acceptance by one of the terms proposed by the other, transmitted by due course of mail, is regarded as closing the bargain from the time of the transmission of the acceptance. The rule of law now is that a contract is completed when its acceptance is forwarded, without reference to the time of its reception. Such are some of the declarations which have been made in other cases. And the Circuit Court adds that the same rule applies in this day to correspondence conducted by telegraph.

Moreover, the court holds that after the contract for the sale of this wheat was complete, the status of the parties in respect thereto was fixed, and it was not in the power of either party to add new terms or conditions thereto or to recede therefrom, without the consent or acquiescence of the other. And it applies this principle to the point in this transaction, in which the seller of the wheat wrote that he could not stand the work of the commission merchants, ordering them to turn over to a third party certain wheat reported under grade.

And the court further states, as applicable here, that the rule of law is well established that, where goods are bought by a distant merchant, to be delivered by the seller to the carrier at his place of business and the seller takes a bill of lading in his own name and draws upon the consignee for the purchase money and attaches a draft to the bill of lading and forwards them to his banker or agent for collection, the right of property in the goods remains in the seller until the draft is honored and paid; but the moment the draft is paid and the bill of lading is thereupon turned over to the consignee, the possession and right of property are thereby transferred to the purchaser.

To illustrate: As soon as the wheat was weighed by the railroad company, at point of shipment, the seller took bills of lading to himself and drew upon the commission merchants for the purchase money, attached the draft to the bills of lading and forwarded the same to his correspondent at Kansas City for presentation to the commission merchants, which draft was promptly accepted and paid by the latter before the wheat was inspected and weighed out at Kansas City. Applying the rule just stated, the court holds that the moment the commission merchants thus accepted and paid the drafts and received the bills of lading, the delivery to them was completed, and the ownership and the risk changed to them. The only office of inspection, under such a state of facts, it adds, was to determine what was the true grade of the wheat to prevent disputes thereafter between the shipper and the consignees; and, clearly enough, neither party understood that this was essential to the delivery of the property and the passing of the ownership to the purchaser, the court says.

In this juncture, what were the rights of the purchasers? Such a contract to ship No. 2 hard wheat, the court answers (case of Andrews against Schreiber, 93 Federal Reporter, 367), was, in contemplation of law, the same as a sale by sample and carried with it an implied warranty that the wheat shipped was in accordance with the contract.

Under the circumstances, the court holds that

the commission merchants had the right to receive the wheat, and to sue the seller for breach of warranty. The inspection was not a waiver of the warranty.

Last of all, the court holds that the offer of the shipper to show that the commission merchants realized a profit on the sale of the No. 3 wheat they received, instead of No. 2, over the contract price for No. 2 wheat, was clearly inadmissible. It holds that any advance in the market was the legitimate fruit of the venture, just as the purchasers would have had to bear the loss of any decline in the market price prevailing at the time of delivery.

THE CANADIAN INSPECTION SYSTEM.

The Canadian government and the grain dealers and millers of the Dominion, including those of both Manitoba and Ontario, have at last agreed upon a bill to go into immediate effect regulating the inspection of wheat. The agreement is, of course, as is the case in such matters usually, a compromise, but one which seems to be generally satisfactory to the trade.

In April last, at Winnipeg, the Western Grain Standards Board, a government body nominated by the members of Parliament from the western provinces, at a meeting called by the Minister of Inland Revenue, at the request of the Winnipeg Board of Trade and the Winnipeg Grain Exchange, voicing the opinion of all classes of the community in the Northwest, announced the following principles (in substance) as desirable as a basis for the inspection: (1) That inspectors should grade grain according to the wording and meaning of the inspection act. (2) That in so far as possible the mixing of the different grades of Manitoba wheat together for the purpose of skinning down the grain as close as may be to the minimum point to secure a certificate for that grade should be prohibited. (3) That all grain passing out of Manitoba in car lots should receive final inspection at Winnipeg or Emerson, and that except in exceptional cases, none but cargo certificates should be issued at Fort William elevators or in car lots ex-elevator at Fort William.

This declaration of principles was later embodied by the government in a bill presented to Parliament, but it was at once antagonized by both the millers and grain dealers of Ontario, particularly those of Toronto, who at a meeting on June 1 pointed out the probable efficiency of the bill to keep up the standard of wheat, which was the sole avowed purpose of the law, while at the same time it would, when in operation, prevent Ontario millers from meeting the competition of the western millers and leave them without any security against the issue of incorrect inspection certificates at Winnipeg governing grain in transit—a condition which, it was said, would obtain in the export trade also and thus defeat the main purpose of the bill, which is to "keep up the standard of Manitoba wheat" abroad.

The Toronto and Montreal grain dealers and millers thereupon sent representatives to Ottawa to confer with representatives of the trade from Winnipeg, all of whom, meeting with the Minister of the Interior on June 13 and 14, agreed upon the following amendments to be incorporated in the government bill:

"No. 1 Hard Wheat, in addition to the old requirements, is changed by adding the word "plump," and to consist of 75 per cent. Red Fyfe Wheat, instead of two-thirds.

"Section 5 of the bill requires Manitoba inspectors to select standard samples and supply the same.

"All grain inspected at Winnipeg or Emerson shall be final between the western farmer and the local and Winnipeg dealers. All grain is to be graded by the inspectors according to the statute, and not by a Standard Board. The inspectors must provide samples and interpret the wording of the act to persons requesting the same.

"All wheat will be inspected at Winnipeg and re-inspected at Fort William without charge, and the government will guarantee in all cases the first inspection.

"When grain has deteriorated or changed condi-

tions in Fort William or other terminal elevators, the inspectors shall issue only a certificate setting forth the fact. No certificate shall be issued east of Fort William for a higher grade than the western certificate which such grain carries, and when a new certificate is made, the original certificate must be taken up and retained.

"Proof of identity of the grain, if reinspected east of Fort William, must be obtained from the transportation company. No inspector east of Fort William shall issue certificates as above unless the identity of the wheat has been preserved, without admixture.

"Every inspector shall have authority to inspect Manitoba grain, and if he finds it not of the grade called for by the western certificate, or not of quality or condition, he shall at once, upon the request of the consignee, or his agent, present a sample to the Board of Examiners or chief inspector for a decision, and shall issue a certificate for such grade as may be determined by the Board as a correct one, but such grade shall not be higher than the grade called for by the western certificate. An appeal may be taken from this decision by the inspector who granted the western certificate.

"The present Standards Board will meet only when commercial standards of damaged grain are required. The survey board for the Manitoba division, including all the territory west of Fort William, will be in Winnipeg.

"It will be made an indictable offense for any person to use an inspection certificate for one lot of grain when granted on a different lot."

This agreement seems to be universally accepted as fair and as likely to be effective. The law will probably be put into effect, according to custom, by an order in council, to be in force for a sufficient length of time to test its merits. If after a fair trial it shall be found satisfactory, it will be made law by formal act of Parliament, or may be amended as it may have found by practical operation to be desirable or necessary.

THE MINNESOTA APPEAL BOARDS.

Gov. Lind of Minnesota on July 15 appointed the members of the two appeal boards provided for in the act passed last winter amending the grain inspection law of that state. They are as follows:

Members of the Minneapolis board—Alex. McKinnon of Polk, Charles Mahnquist of Sibley and Frank L. Greenleaf of Hennepin.

Members of the Duluth board—J. K. Stone of Chippewa, Hans Borge of Otter Tail and A. H. Smith of St. Louis.

The members are appointed for two years, beginning August 1, at a salary understood to be in the neighborhood of \$2,000 a year. Under the law any shipper of grain has the right to appeal to the nearest board from the grading of the inspection bureau, on paying a fee of \$1. The decision of the board is to be final. It is also provided that the six members shall constitute one board, which shall hold one stated meeting annually, at the beginning of September, to fix the grade standards, which standards shall not be changed during the crop year. Otherwise, the board consists of two courts of three members each, one for Duluth and the other for Minneapolis. The board is also required to report to the railroad commission any employe of the grain department who may be found to be incompetent, indifferent or intemperate.

Mr. A. H. Smith of the Duluth board is perhaps the member best known by the grain trade, Mr. Smith having for a number of years been connected with the Northwestern Elevator Company, and was strongly indorsed for the place by the Duluth Board of Trade.

The contest for the chief inspectorship, held for the past ten years by A. C. Clausen, was a very dramatic one, not to say a sensational. When the Railroad and Warehouse Commission met on July 26 to elect an inspector, to the surprise of all Mr. Clausen was elected to succeed himself. For Mr. Clausen had been known for months previously to be persona non grata to Governor Lind, by whom he had been slated for retirement so far as

his influence could obtain to that end. The Commission, however, paid his record the merited compliment of a reflection in spite of the governor's known wishes in the matter. Mr. Clausen, on the other hand, appreciating the feelings of the governor toward him, called upon that official to talk over the situation, and, being assured by him that he (Clausen) would, if he continued in the office, be left entirely without the support or cooperation of the administration, immediately handed in his resignation, to take effect July 31, on the ground, he said, that, "Without the cordial support of the state's executive I am satisfied that the office cannot be successfully administered."

The Commission thereupon proceeded, on July 31, to elect as his successor Edwin S. Reishus of Cottonwood, Lynn County, whom everyone had expected to be elected at the meeting of July 26, he being the governor's choice. He immediately qualified and is now in active possession of the office.

Mr. Clausen has been connected with the State Railroad and Warehouse Commission for over fifteen years. He went to Minnesota in 1872 from Massachusetts, and has been connected with the grain business constantly since that time, with the exception of a single year. He was appointed chief deputy inspector for Minneapolis in 1885, under the law of that year, and on August 1, 1889, was promoted to be chief grain inspector of the state, which position he has held since. He is, indeed, the one man who may be said to have created the state inspection department, since its working organization has been developed by him and under his direction. He will engage in the grain business at Minneapolis.

Edwin S. Reishus was born in Dane County, Wisconsin, March 4, 1852. He is of Norwegian extraction. His parents removed to Fillmore County, Minn., when he was two years old, and it was there his boyhood days were spent. He attended the state university at Minneapolis in 1870-1-2, and three years later was married. In 1878 he settled in Lyon County. He has served as clerk of the District Court two terms, having been elected in 1886 and reelected in 1890. He was elected to the State Senate and served in the session of 1895 and 1897. His occupation for the last few years has been farming and banking. He is the owner of two large farms in Lyon County, and also of a grain elevator. The salary attached to the office is \$2,500 annually.

PUBLIC WAREHOUSE AT PORTLAND.

The Mutual Warehouse Company is a new company at Portland, Ore., which proposes to establish a public grain warehouse at that port. The company will operate on Montgomery No. 2 dock with 750,000 bushels' capacity. It will not buy grain but will act as brokers for its sale. A cleaning and grading plant will be established and equipped with the necessary machinery for "hospitaling" off grades. Jas. S. Paterson, formerly with Balfour, Guthrie & Co., and J. M. Turner are the active managers of the company.

Twenty-seven growers of Frederick County, Maryland, have incorporated the Lima Bean Growers' Association of Frederick County. The incorporators announce that the Association was formed to secure united action among the bean growers of that county and to secure higher prices. Many tons of beans have been shipped to the city markets in the past few years, and many of the shippers say they have been taken advantage of.

The price of corn from early colonial days down to revolutionary times varied much. From ten shillings a bushel in 1632 to two shillings in 1672, to twenty in 1747, to two in 1751, and one hundred shillings at the opening of the Revolution. In these prices of corn, as in the prices of all other articles at this time, the difference was largely in the value of the money, which, being colonial paper and light foreign coin, had a constantly changing value; not found in the article itself or its usefulness.

..Points and Figures..

The Sibley Seed Company of Sibley, Ill., has gone out of business.

Minneapolis received the first cars (two) of new spring wheat on August 6.

The Minnesota grain inspection department paid into the state treasury \$12,500 as fees earned for July.

Toledo's July receipts of wheat were 4,150,000 bushels, against 2,458,000 bushels in 1898 and 619,000 bushels in 1897.

Galveston for the seven days ending July 24 received 1,033 cars of grain against 722 at Kansas City, and was not slow to brag of it, either.

Grain irretrievably damaged in elevator fires is beginning to find a good market to be used by farmers as fertilizer, for which it is considered very valuable.

It is said that in Kansas since 1859 every year ending with the figure 9 has been a great corn year, while every year ending with a cipher has shown a failure of the corn crop.

Rosenbaum Bros. had the first car of new No. 2 oats received this season at Chicago. It arrived from Southern Illinois. They weighed thirty-two pounds and sold at 24½c, f. o. b.

The state's attorney of Cook County, Illinois, has ruled that commission dealers in broom corn are required under the law to pay the \$25 license tax imposed upon commission men.

The burning of the C. H. & D. elevator at Toledo caused an immediate blockade of grain cars on all the roads centering there. On July 26 the blockade extended back from the city for the distance of twenty miles on some of the larger carrier roads.

A farmer south of Richmond, Ind., August 1 brought into town two corn stalks over 12 feet in height—just to show what Indiana could do to rival Oklahoma, where this year "they propose to use the corn stalks for saw logs and beat the lumber trust."

Michigan produced in 1897 71,834,029 bushels of corn, excepting for 1896 (80,090,087) the largest corn crop on record in the state. The average was 61.30 bushels per acre, against an average of 66.85 bushels in 1896, 64.68 bushels in 1882 and 61.38 bushels in 1880.

Experiments with a change of seed for oats in Moultrie County, Illinois, this year, have been very successful, the new seed (Early Michigan), yielding in one place 88 bushels per acre while the old seed yielded only 62 bushels; and in another place Arkansas Red yielded 60 to 70 bushels, which was largely in excess of that obtained from the old seed.

Dixie Thompson, the "bean king" of Ventura County, California, planted twenty thousand acres of beans last year, which produced thirteen hundred carloads of beans, embracing more than one hundred varieties. They were sown and cultivated in the same manner as corn, and were harvested by special machinery, which cut the vines close to the roots. The vines were then raked into windrows, piled into stacks, and thrashed by steam-power machines, which are also specially contrived for the bean business.

A correspondent of the Country Gentleman says that "a novel and interesting discovery has been made of a use for Nebraska soil. A woman of Douglas County has discovered a method for rectifying maize or Indian corn oil, making it a valuable commercial substitute for olive oil. It is not generally known that under the new milling process the kernel is deprived of its germ before manufacture into flour or meal or other food products. This little germ, containing valuable properties of the corn kernel, also contains a rancid oil that taints and gives an unwholesome flavor to corn-food products when not removed. The crude oil is thus thrown on the corn millers in large quantities, and until this discovery by a Nebraska woman, they have had no method for successfully treating the product. Hence it was worthless as a commercial article."



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL, Business Manager.
HARLEY B. MITCHELL, Editor.

Subscription Price, \$1.00 per Year.
English and Foreign Subscription, 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1899.

Official Paper of the Illinois Grain Dealers' Association.

THE IOWA GRAIN SHIPPERS' CASE.

The decision of the Interstate Commerce Commission, or rather its recommendation, in the case of the Grain Shippers' Association of Northwestern Iowa against the Illinois Central Railroad Co. and others, is variously considered a defeat and a victory for the grain men. It is pointed out that the demand for reparation for past overcharges was denied by the Commission, while, on the other hand, the 19-cent rate on corn from Sioux City and adjacent territory was declared to be excessive and a 17-cent rate recommended. Reparation for past overcharges was denied on the ground that no proof was submitted that the charges were unreasonable at the time they were exacted. This reminds us of the decision of a well-known abolitionist judge in ante-bellum days, when a runaway slave, black as night, was brought before him to be delivered to his master, who was present and claimed him. After the usual proofs had been submitted the judge gave the negro his freedom on the ground that no proof had been adduced to show that he was a negro.

Nevertheless, the decision gives the shippers a different standing in court than they had when the cases were heard by Judge Shiras in Dubuque. At that hearing the judge said that their demand for reparation could have no standing in court and that the presumption that the charges were reasonable must obtain unless they could prove agreement among the railroads to maintain rates or get a decision from the Interstate Commerce Commission that the rates were opposed to the provisions of the law. Consequently the claims for past overcharges

have a better standing in court than they had before, notwithstanding the apparent ignoring of them by the Commission.

We cannot refrain from noticing one comment on the case, made by railroad men, because it is so characteristic of railway logic. It is that the decision would make no difference because Sioux City was not a corn market anyhow! Railway people are the shrewdest business men in the country, but they are absolutely blind to the connection between a 15-cent rate at Kansas City and a big corn market and a 19-cent rate at Sioux City and no corn market.

THE ELEVATOR INVESTIGATION.

The sub-committee of the Industrial Commission of Congress, now investigating industry and labor in all their ramifications, came to Chicago August 10 to investigate the so-called "Elevator Trust." Senator Kyle, chairman of the Commission, presided. The witnesses heard were John Hill Jr., who testified nominally behind closed doors, W. H. Burke of the Farmers' Voice, S. H. Greely of Chicago, Edward S. Richards, a retired grain dealer of Chicago, B. Snow of the Orange Judd Farmer and others.

The testimony adduced cannot be said to be either novel, satisfactory or conclusive. Mr. Hill is said to have presented "contracts, stipulations and correspondence tending to show the existence of an elevator combine." Mr. Greely's views are well known to the readers of this paper, and he presented nothing new in his statement to the Commission. Mr. Richards dwelt most effectively upon the efforts of the railroads to dodge their legal liabilities on their bills of lading, the conditions of which are positively set forth by statute, though rarely enforced by the shippers themselves, and upon the methods of handling grain through the elevators, all of which was most excellent but of little bearing on the "combine." Mr. Snow advocated a law governing the grading of export products, and so on.

The upshot of the matter is that not one fact has been added to the common stock of knowledge on the subject of an "elevator trust." That by reason of the present elevator appliances for manufacturing "contract" stuff the present Illinois public warehouse law is grossly unfair to the independent dealers will be admitted; that the railroads do favor certain elevator men operating houses at their terminals to the disadvantage of dealers not elevator owners, must also be admitted; but whatever these things may portend for the farmer in the future, it must be confessed it has not yet appeared from the testimony of anyone that they have injured him up to this time. The independent operator has, indeed, suffered greatly, but it is unfortunate that he has been the only sufferer so far, because, as he complains, the elevator man goes to the farmer and country grain buyer and offers them more for their grain than the independent buyer can afford to pay and pay storage charges. This means, if it means anything, that the farmer and the country dealer do not pay the storage charges, as in point of fact they do not, the speculator being the only party who pays such charges, when they are paid at all.

Of course, the accumulation of grain at the terminals by the elevator men to earn storage charges to be paid by the speculator does have a tendency to depress prices by enlarging the visible, a tendency which is aggravated by the current practice of the elevator men of delivering on warehouse receipts as abominable stuff as the inspector will allow them to deliver, thus discouraging withdrawals of "contract" stuff. But otherwise, so far as the farmer and the country buyer are at this immediate present concerned, the iniquity of the so-called "trust" does not appear to the disinterested observer as clearly as it does to those who, while enlarging upon the abuses of the trade, have thus far wholly failed to throw any light upon the competition which actually exists among the big elevator men themselves—among the great companies which are everywhere in the West and Northwest struggling to get the grain into their individual houses to, as Mr. Greely says, "depress prices and earn storage charges."

Saying so much does not, of course, imply approval of the well-known methods of the elevator men, nor satisfaction with the condition into which the grain business has already worked itself, nor with its apparent tendency toward a consolidation of the buying interests, but it is plain that if the evils inherent to the present system and prospective condition are to be checked or corrected, they must be gone at directly and with a complete understanding of the way in which the general public, that is, the farmer, is affected by them at the present moment. It is the present visible conditions which have given the elevator man his strength in the immediate past, and his success so far and the impotence of the present investigation of his business are earnest that some other tack must be taken by the independent operators if they are to obtain the relief they seek for—unless something more definite is learned at Minneapolis and Duluth, where the Commission will appear next.

PECULIAR RESULT OF THE GERMAN ANTI-FUTURE LAW.

European papers are commenting on the rather anomalous fact that the imports of wheat into Germany for the period from January 1 to June 15 were 50 per cent greater than in the corresponding period of the previous year. The anomaly consists in the fact that this occurred in spite of the fact that the last German crop was the largest in 21 years. A further curious statement is that the price of this foreign wheat in Germany is lower for eleven months in the year than it would be in the exporting market; in other words, it is sold at a loss and exercises an adverse influence on the home trade.

The trade wisacres see a direct connection between this peculiar state of affairs and the German law abolishing trading in futures. People still speculate in grain because grain is specially fitted for a speculative commodity; but they do it by buying the actual stuff and holding it for a rise. They no longer buy futures at Berlin or Mannheim, but the actual wheat of agents of foreign exporters. This wheat is stored in many places instead of at the great centers, as of old. Formerly the big grain importers acted as a clearing agency by deliv-

ering the actual grain on future contracts, which then went into consumptive channels through the millers. This balance wheel is now gone and the numerous small speculative holdings compete for the actual business to be done with millers. Nobody thought of this as a possible result of the law against futures when it was first passed.

THE SOULANGES CANAL.

The completion of the Soulanges Canal, extending along the St. Lawrence from Coteau Landing to Cascades, will complete the work of constructing a 14-foot channel from Ontario down the St. Lawrence to Montreal. This channel will no doubt be opened to traffic during the coming four weeks.

The opening of this channel will undoubtedly work a considerable change in the routes for forwarding grain to the seaboard, but the magnitude of the change remains to be seen. Theoretically, it ought to be very great; practically, as we know, the trend of commerce and trade is by no means always on lines marked by the theorist. To New York the opening of the new channel may be a critical event; to the West it is but one more transportation event, the significance of which is all in the direction of permanently low grain rates to the seaboard. The channel, by the terms of the treaty of Washington (1870), is open to American ships upon exactly the same terms as to those of British subjects.

THE TOLEDO FIRE.

The catastrophe at Toledo on July 23 adds another to the destructive elevator fires accompanied with explosions that have become too frequent for comfortable contemplation in the last few years. While the fire was utterly destructive of the building, it is a fortunate circumstance that it happened at an hour when only the watchman was in the building, and he was saved by what seems little short of a miracle. It is not often that a man's life is saved by an explosion that blows him through a wall of fire. We never heard of a similar instance.

There were no new features in the dust explosion accompanying the fire. First the fire was seen in the cupola, then an explosion of dust followed, which spread the fire everywhere. Then a secondary explosion followed which shook out the side of the elevator next the river. The double explosions of dust noted in the case of many of these disasters do not always occur from the same cause. Generally the first explosion is light, but sufficient to fill the interior of the building with dust, which then takes fire and causes the secondary or disastrous explosion, such as leveled the massive stone Washburn mill in Minneapolis twenty years ago. In the case of the Toledo fire it would seem that the two explosions were in different parts of the building, as several minutes elapsed between them.

Only one lesson can be drawn from the fire, and that has been enlarged on before. The dust of anything that will burn will explode if diffused through the air in a confined space and fire is applied. Dust making is necessarily dangerous in the contingency of fire. Dust will not explode "spontaneously," that is all fact. The nearest approach to it is that a stroke

of lightning has been known to cause a dust explosion. Elevators should be kept as free from dust as possible and then every precaution against fire should be taken. That is all that can be done. The explosion will not take place without fire; that is certain.

A FAULTY SYSTEM.

There is probably no business in which such large amounts of money change hands with as little formality as in the grain trade. Dealers often ship to men they never saw and receivers honor drafts from people they know nothing about. It speaks volumes for the general integrity of the whole guild of grain handlers that such informal methods of dealing prevail. And it is no wonder that sharpers, knowing the way in which grain is moved, occasionally attempt to swindle someone. At Caldwell, Kan., after some preliminary correspondence, a man pretended to ship 1,800 bushels of wheat to a Kansas City firm. Bills of lading were attached to sight draft through a bank at Wellington. The car numbers were those of empties on the sidetrack at Caldwell. The game did not succeed, as some circumstances aroused suspicion, but the swindler escaped. It is an old game, but the ordinary but loose way of dealing is responsible for such attempts. It is not surprising that the Texas Supreme Court insisted on fastening responsibility for shortage and quality of grain on the bank paying the draft against it. But who will suggest a feasible plan of reform? Is it possible to "finance" grain any other way besides the present method?

THE BUFFALO POOL.

The New York State Commission, inquiring into the decline of New York commerce, has established the fact that the alleged decline is real, the receipts of corn, wheat and flour (to refer here to these only) having declined from 61.4 per cent of the total at Atlantic ports in 1873 to 38.9 per cent in 1898, while the shipments in the same period declined from 77.9 per cent to 37.2 per cent.

The causes of this decline are not so clear in all respects. Perhaps, however, the most valuable witness heard in this branch of the inquiry was David Bingham, late of the International Elevator Co., who attributed the decline directly to excessive port charges on grain at New York City, explaining how it is that, while the law in 1888 provided for a nominal reduction of those charges, said reduction has been more than made up by new charges which still obtain.

From New York City the Commission went to Buffalo to inquire into the elevator pool, which it had no difficulty in locating. It appears that this interesting contrivance has been in existence, with but two or three short intervals, for over thirty years. But the testimony really developed but little that was new in relation to it. It appears that the maximum charges against the grain and the vessel of one cent a bushel in 1897 have been reduced by the pool to a present maximum of half a cent a bushel through the houses, with ten days' storage. It also appears, however, that the pool handles canal grain free, the undisguised

object of which is to kill the canal houses as quickly as possible in the interest of the railroads; and this seems to be the most objectionable feature of the pool.

The testimony, however, of other interests than the grain men, particularly of the iron and ore shippers, was so strongly favorable to the enlargement of the Erie Canal as a saving factor of the state's commercial supremacy that the report of the Commission can hardly fail to urge the completion of that important work, as a preventive of further decline of both the grain and iron interests.

LEGALIZING POOLING.

In his address at the banquet of the National Association of Merchants and Travelers in this city, Chairman Knapp of the Interstate Commerce Commission announced his belief that the only remedy for existing railroad abuses lies in legalizing pooling under national supervision. This he believed the only alternative offered as against public ownership or the consolidation of the roads under one corporation. The present condition of affairs he evidently thought too utterly bad and demoralized to continue.

Certainly no one can speak with better knowledge of the evils of railroad discriminations than Mr. Knapp, and he says that it is scarcely possible to overstate the matter. "Unlawful agreements between shipper and carrier are consummated in secrecy," and the means of concealment are practically unlimited. It is practically impossible to obtain testimony. The Commission is shorn of the powers that would give it adequate control of rates and accordingly Mr. Knapp thinks that the reform must begin with the roads themselves; that it must be made to their interest not to "take care" of favored shippers, and that this will take place when pooling is legalized under the supervision of the Commission.

There are two sides to the question. The railroads have done things which no commission of revolutionaries would hardly order them to do. The favored shipper abuse is intolerable; there is no doubt about that. Would pooling abolish it? Would the "pull" vanish in all cases because the individual road ceased to seek the favored shipper's business? It requires an innocent or an optimist to believe it. The gist of Mr. Knapp's argument is that in order to preserve free competition in other lines of industry, the suppression of competition in railroading is necessary. Perhaps he is right; many good men think so, and we do not presume to dogmatize. But there are other good men who don't think that way, and who would not regard a railway pool, even reinforced by the undoubted omniscience of a government commission, as a desirable thing for a free people.

There is a movement on foot in the Chicago Board of Trade to make the better quality of No. 3 white oats a contract grade with No. 2 and No. 2 white, but as yet nothing definite has been done. The problem is a difficult one on account of the wide range in quality of No. 3 white oats. The majority think that a standard should be established which would be fair to all.

EDITORIAL MENTION

Toledo notes a good demand in that market for seed for good milling red wheat.

Judging from the trend of corn, Baltimore still has its customary lead pipe cinch on rates and other things.

All of the firms who had grain in the Toledo elevator were fully insured except one, and that was only \$315 short.

The man who thinks he "knows it all" is generally about as heavy as an encyclopedia and considerably more tiresome.

Language is becoming inadequate to the needs of the man reporting the condition of the Kansas and Nebraska corn crop.

Secretary Smiley's membership list of the Kansas Association shows nearly 300 names, not counting the Kansas City contingent.

In making a grain door, use thick, dry lumber, and stop leaks from the inside and not the outside, and do it before the car starts from your station.

Over at Flushing, Mich, a New York man is building an apple elevator. The idea is spreading. So far we have grain, beans, coal, sand and apples.

The Canadians have their troubles, too, and to get rid of one of them it is proposed to appoint a commission to investigate the complaints of the farmers against the elevator men.

The newspaper rumor that the elevator companies of Manitoba were forming a pool and would ship through a clearing-house, dividing expenses and profits, is denied by the companies.

Paul Morton, general manager of the Santa Fe, says that railroad charges should be like the price of postage stamps. And they should be like postage stamps in another particular; they ought to stick.

Reading between the lines of Chairman Knapp's utterances at Chicago, it would seem that the Interstate Commerce Commission is pretty sure to decide against the lower railroad rate for export grain.

It was a grateful change from the usual procedure in the case of big elevator fires to have the insurance companies adjust the loss on the Toledo elevator inside of a week, instead of haggling for a month or two.

Grain buyers in some parts of Ohio are complaining that sprouted wheat is offered in considerable quantities and often mixed in with good wheat. Grain men who take damp, musty or sprouted wheat off the farmers' hands should make the discount large enough to save themselves. Disagreeable surprises in prices obtain-

able for off-grade grain in the market are almost frequent enough to be the rule.

Secretary Bewsher's July circular to the Nebraska Association notes a continued growth of membership, increased use of the written grain contract and a marked decline of the bad habit of storing grain for farmers.

Prices for farm implements have been increased from 10 to 15 per cent and in rare instances as high as 20 per cent, yet these advances hardly cover the advances made in raw materials during the past year.

The consolidation of lines of country elevators continues to go on in the Northwest with accelerating impetus, as our news columns have noted recently. Will someone dare to say what it all means and predict where it is going to end?

Bloom Sons of New Orleans sent us, July 19, a sample of the first receipt of the new crop of Louisiana rice, purchased by them at auction on the floor of the Board of Trade. The sample is excellent and represents the most promising crop raised in Louisiana.

Rough Notes of Indianapolis says that "Dust explosion has added another \$1,000,000 to its record." This is the common cart-before-the-horse statement. Explosions don't occur in elevators without a preliminary fire; so that in reality, fire has added another explosion to its record.

The day of the Toledo fire the grain in the burned elevator was declared to be a total loss. But it was sold for \$90,000; not a large price per bushel, certainly, but a great deal better than a total loss. It is next to impossible to burn a huge mass of grain so that it is completely destroyed.

Queer things happen right along. A night watchman is supposed to be an element of protection against fire. Not long since a policeman saw a blaze in a big elevator in an Ohio town, and, rushing up to the building, was refused admittance by the watchman. But the policeman sent in an alarm from elsewhere and the fire was extinguished.

An enthusiastic local newspaper man says of the local grain buyer in a neighboring state that he "has had the elevator twice filled this season with wheat left for storage by farmers. He makes almost daily shipments to storage elevators [at terminals] and spares no efforts to accommodate the farmers in handling their wheat." Suppose some fool of a farmer should ask, not for the cash, but for his wheat—what then?

The great complaint of the farmers last year in the Northwest was that the inspection department of Minnesota robbed them by excessive dockage for dirt. But John Miller, the well-known Duluth buyer, who is in a position to know, says that the North Dakota farmers alone paid last year \$250,000 just for the freight on foul seeds and dirt they shipped with their grain, trying to unload the dirt on Duluth as wheat, in which they failed, of course. He ad-

vises the farmers and country buyers to clean the wheat before shipping it; and the advice is sound; because expert wheat buyers never pay wheat prices for trash.

The Secretary of Agriculture says the law providing for the distribution of seeds does not permit him to send seed corn to the Texas farmers who were recently drowned out. Of course not, there would be some sense in that; and there is no sense in the seed distribution as now carried on.

An experienced practical head miller in this city informs us, says the Toledo Market Record, that to store new wheat in bins on top of old wheat will soon produce weevil that will infest the whole pile. We do not know the theory or reasons for it, but it may be a good thing to know.

Grain driers will be profitable on this crop. In Nebraska, Iowa, Southern Minnesota and South Dakota excessive rain fell at short intervals after harvest began, making the present harvest the wettest in a dozen years. Labor has been and is scarce owing to railroad building, and the spectacle of women in the harvest field has been common. Elevator men may as well figure on having a good deal of damp grain to handle.

While an Omaha judge has held that a membership in a stock or grain exchange cannot be levied on by execution, the Minnesota Supreme Court, in the case of W. F. Thayer, holds that a trustee in bankruptcy may sell such membership for the benefit of creditors and that a writ of mandamus will lie to compel the exchange corporation to transfer the certificate in spite of the rule forbidding such transfer until the owner's debts should all be paid to other members.

The Corn Propaganda, which, while having failed to get any help in cash from the corn states legislatures, had expected to get a slice of the general appropriation made for the agricultural department, to support the "Corn Kitchen" at Paris, has run up against a ruling of Secretary Wilson that as "corn is not a complete bread ration," no funds can under the letter of the law be appropriated for that purpose. The corn men naturally feel that that appropriation has proved a gold brick; since other means of raising money must be devised or the capital idea of the educational Corn Kitchen will have to be abandoned for want of funds.

The new grain rates of August 1 do not at all suit Kansas City shippers because they favor the St. Louis market, nor are St. Louis shippers enamored of them because they favor Kansas City, while Cincinnati says they are all wrong because they favor Louisville, and so on, all around the circuit. Now, if someone would but manage to invent a rate that would suit everybody and get the roads to stick to it, what a dull but happy world this would be! However, no one at present appears to think the new rates are going to last very long, for some of the roads are already restive in view of the announcement by the

N. Y., O. & W. and I., D. & W. roads that they would not participate in the 15-cent rate and would agree to no export rate less than 17 cents on grain of any kind. The railroads seem to be like other folks—are real good when they are getting the best of it.

The case of Wilcox & Williams of Yankton, S. D., involving the use of unstamped grain checks, has not yet come to trial, and no date has been set for it. We state this in reply to inquiries respecting this case, which, as readers will remember, involved the question of stamping the checks when the check was only the receipt of one partner for the convenience and guidance of the other in paying. The case is an important one. If the government's contention is correct, it will be idle to attempt to use unstamped checks under any set of circumstances.

The department of Court Decisions contains this month a valuable brief of a decision of the United States Circuit Court at Kansas City on the construction of a contract for the sale of wheat, covering the following points: Time when the making of the contract is completed; the time when the right of property in the grain changes, and the legal effect of inspection of the grain. The decision is well worth careful reading by grain shippers, as, indeed, is the entire department, which, appearing, as it does, each month, is justly regarded as one of the most valuable features of this paper. The department, by the way, is an exclusive feature of the "American Elevator and Grain Trade."

A large Chicago bank the past week loaned \$500,000 on warehouse receipts on grain stored outside of Chicago, the receipts being guaranteed by a surety company. This is not a new idea, by any means, but the size of the loan and the interest rate, which was 5 per cent, shows the possibility of the country bankers having a competitor to meet. All through the West there are at times vast quantities of grain in cribs and warehouses. Receipts issued on such grain by a responsible company, guaranteeing quality and quantity of grain, are ideal collateral. Business based on such security is bound to grow and it will not be a bad thing for the dealer to have banking facilities offered him that compete with the country banker.

The forty-seventh semi-annual statement of the Millers' National Insurance Co. of Chicago, a company in which many grain dealers are insured, covers the half year ending July 1 and makes a very satisfactory showing. The company at the end of the half year had no "losses adjusted and due." Losses not due and unadjusted amounted to \$25,665.77. The company's net cash surplus amounted to \$455,632.72. The deposit notes subject to assessment, net value, were \$1,883,209.27. The surplus over all liabilities, including in the latter \$208,132.86 reinsurance reserve, was \$2,338,841.99. The losses incurred during 1899 have been \$113,908.10, and the losses paid since organization amount to \$2,809,615.98. The company's total cash assets were \$692,929.58, of which \$575,720 was invested in gilt-edged bonds and stocks, and the balance in cash, loans on collateral, etc., evidencing safe and conservative investment of

funds. The Millers' National has had a remarkably successful career. It has followed safe and conservative methods and its consistent policy has resulted in building up a strong company and a magnificent business.

On Ohio man, or, more properly, a man in Ohio, has written to an ex-grain dealer in Sandoval, Ill., that he burned the latter's elevator nearly four years ago. The confession, we dare say, would have been vastly more satisfactory to the recipient of the letter if it had been accompanied with a check for the amount of the loss. It is too bad that men do not oftener repent of their misdeeds while they still have ability to make some sort of reparation.

Texas grain dealers, who have been sailing along so happily of late, seem to be up against the real thing at last. An executive meeting of their Association was held at Dallas on the 2d, at which, as street rumor had it, the problem presented was how to keep buyers in line, it being alleged that competition in some parts of the state had become so sharp that the big fellows, hot after the grain, had been "paying more for oats than they could get in Chicago." This is the rock on which the trade splits everywhere. If the Association downs this problem it will find all the others are "too easy."

Montreal is in a fair way, at last, to get an apparently much needed addition to her grain elevator facilities, the government having agreed to spend \$250,000 on a house of this kind, to be owned and operated by the government. Although the Canadians, like their cousins in New Zealand and the Australias, have fallen into the habit of looking to the government for help in many things usually left by Englishmen to private enterprise, yet this nationalizing of the port elevator was hardly expected by those who believe that the managing of elevators is not a function of government. However, now that the state has in this instance said it is, the experiment will be watched with not a little interest.

The performance at St. Paul incidental to the filling of the office of Chief Grain Inspector for Minnesota is not, perhaps, edifying from one point of view, however common it may be, though sometimes accompanied by less sensational features. Mr. A. C. Clausen, the late incumbent, had filled the office for about fifteen years under various administrations of his own party, and is looked upon, as Governor Lind agreed, as "the best wheat man in the Northwest," yet he had to go as a new party came in in response to an apparent demand for his scalp by dissatisfied farmers whose grain did not early last season grade as high as they wished, although 99 per cent of the grain trade of the state, who would suffer quite as much as the farmers from crooked inspection, regret now to see him get out. The case, in fact, was purely one of "politics," unfortunately common enough everywhere. Mr. Reishus, the new inspector, has been a farmer, and is credited with good executive ability, and unless an indiscriminate "house cleaning" removes all the experienced employes, the department, being now fixed in its habits and having been provided with its new appeal

board, ought to, and doubtless will, work smoothly and to the satisfaction of all interested—except the chronic kickers, who abide with us always.

GRAIN GROWERS' ASSOCIATION.

The meeting of the Grain Growers' Association of Minnesota, called to be held at St. Paul in July last, which was expected to complete arrangements for the erection of a terminal elevator on the state site at Duluth, failed to materialize, and the project of a big elevator to be kept busy handling grain received from a long line of farmers' elevators is still an iridescent figment of Ignatius Donnelly's somewhat lurid imagination.

Explanations of the failure to keep the date set are not entirely satisfactory. One is that the date was inopportune—the farmers were too busy to consider even so weighty a question as this; another is that while "the farmers" are really stuck on the idea of a line of their own elevators, etc., etc., the grain dealers of the Northwest were equally stuck on the same idea—if the elevators should be owned by themselves; and that the latter had organized a counter association with a view to packing the Grain Growers' convention under the leadership of ex-Congressman Boen, and "queer the deal." But Mr. Boen, who is editor of the Fergus Globe, at Fergus Falls, and said to be also a grain dealer, is also president of the said Grain Growers' Association, and reported in his own paper that the July meeting was, in fact, held, although the attendance was interfered with, and had elected officers for the year, including himself as president. So it all looks mixed.

The truth, however, one may venture to remark, probably is that the Grain Growers' Association movement, about which Hon. Ignatius Donnelly made so much noise last winter, was a simon pure article of wind, which that gentleman had created, hoping it would gently waft him into public notice again, and had no actual basis at the farms, as innumerable letters to the "American Elevator and Grain Trade" at the time of the flurry plainly indicated. Although the meeting has been "postponed" until September, the Duluth elevator will not be built right away.

Judging from results they seem to have better ways of settling disputes between shippers and the railways in Great Britain than we have here. Complaints of unfair rates over there are lodged in the first instance with the Board of Trade, which has authority to demand explanations from the railroad companies and settle the disputes amicably, if possible. If it fails to bring about a friendly settlement, the matter is submitted to the Railway and Canal Commissioners. About a third of the cases are settled amicably by the Board of Trade. About a fifth lapse for lack of prosecution. What strikes the American as a good feature of the plan is the apparent rapid disposition of cases. Out of 1,938 complaints made to the Board since 1893, only 31 are outstanding, the rest having been disposed of. Did it ever strike you that what we need in the United States as much as anything else is a speeding up of the wheels of our courts and other quasi-judicial bodies?

Trade Notes

The Cresco Mfg. Co., Cresco, Iowa, has been incorporated to manufacture, buy and sell the Dewey Seed and Grain Cleaner and Purifier.

The A. P. Dickey Mfg. Co., Racine, Wis., recently made three large foreign shipments of their cleaners, to Hamburg, Germany, and to Australia.

We have received from the University of Illinois College of Agriculture, Urbana, Ill., a descriptive circular of that worthy educational institution. Entrance examinations begin September 14.

E. Lee Heidenreich of 541 Rookery, Chicago, announces himself as designer and contracting engineer for grain elevators in steel, wood or Monier construction. He formerly acted only as consulting engineer, designer and architect.

The Barnett & Record Co. of Minneapolis, Minn., have discontinued their Chicago office. This company has, besides a large amount of general elevator construction work, several contracts of unusual proportions for elevator construction at the head of the lakes.

The employees of the Webster Mfg. Co., Chicago, held their seventh annual picnic at Fox River Grove on July 29. The program consisted of 17 numbers, consisting of games and contests, for which various prizes were awarded to the successful competitors. The affair was well officered and proved highly enjoyable to all.

C. M. Seckner, of the Western Engineering & Construction Co., made plans for a 650,000-bushel elevator for W. H. Merritt & Co., and the building contract has been awarded to his company, whose office is at 79 Dearborn Street, in this city. Mr. Seckner says this will be the model elevator and clipping house of the West. The contract price is \$120,000.

The Hess Warming & Ventilating Co., manufacturers of the Hess Pneumatic Grain Driers, 708 Tacoma Building, Chicago, have issued a neat little folder, calling attention to the critical condition of the crops in some sections and the necessity of grain men taking measures to handle the quantities of grain out of condition that are certain to be marketed in some sections.

In a recent communication from the S. Howes Co., Silver Creek, N. Y., they say: "We take pleasure in stating that July has been one of the largest, if not the largest, month this company has had in its nearly half a century of business, having received over 250 orders for grain cleaners and packers alone. We are also in receipt of orders for large separators from elevators in the Northwest and of handsome repeat orders from mills in Duluth and Minneapolis."

The Pierce Engine Co. of Racine Junction, Wis., manufacturer of gas and gasoline engines, is now located in its new buildings at Lakeside at the edge of the junction. The company has four acres of ground and the plant comprises seven buildings, all stone and brick structures. The machine shop is 60x160 feet, the testing room 60x65 and shipping room the same size. The offices are located in a separate building. About 90 men are employed and they are now turning out 5 engines daily in sizes ranging from 1 to 25 horse power.

The Dodge Mfg. Co. Chicago branch, in addition to the business reported in our Elevator and Grain News columns, has contracts for power transmission appliances from numerous institutions outside of the grain trade, only a few of which we mention below: From Kimberly & Clark Co., Neenah, Wis., for their new mill at Niagara, Wis., thirteen complete rope drives, ranging from 50 horse power to 600 horse power. Five of these drives are being installed to drive the two paper machines, which is a new departure in this line; the machines are said to be the largest in the country, 156 inches wide, and when running at maximum capacity will require 300 horse power each to drive them. They are also furnishing for the same company for their Telulah mill at Appleton, Wis., three rope drives

and shafting equipment ranging from 125 to 300 horse power. For the C. W. Howard Co., Menasha, Wis., for their sulphite plant, rope drive and shafting equipment. For the Alexandria Paper & Investment Co., Alexandria, Ind., a 900-horse power rope drive for transmitting the power from steam engine to their paper mill. This drive will transmit all the power used in the mill. Also from the E. H. Dyer & Co. of Cleveland, Ohio, for three complete power transmission and conveyor outfits for beet sugar factories located at Holland, Benton Harbor, Mich., and Grand Junction, Colo.

A GRAIN SACK CORNER.

The penitentiary at Walla Walla, Wash., manufactures jute grain sacks which are sold to citizens of the state only. From September 1 to July 1 last 806,344 were manufactured, which number will be increased by the July and August product to 1,056,344. This is not the full capacity of the institution, however, for the mills were shut down for two months for repairs, while only 200 hands were available during the year, against 250 or more at work in previous years. The mills also make hop cloth for the hop growers.

Earlier in the season there was not a little talk on the coast, when a good harvest became assured in California, of an attempt on the part of the bag dealers and the warehousemen to "corner the bag market," such a movement being suspected by the great size of some of the orders from these interests. At the Washington penitentiary factory one single order called for 500,000 bags. This application was refused; but it appears that the penitentiary manager agreed to furnish 300,000 sacks provided applications from farmers for that number were filed in sixty days. The enterprising warehouse managers are charged now with then having secured signatures to applications for 485,000, the ranchers being induced by the thrifty warehousemen to apply for two or three times as many as they needed on the promise that the company would take the surplus off their hands. However this may be, up to the middle of July 863,000 sacks had been sold to parties whose individual applications are a matter of record. The greatest number sold to any one person was 50,000. The record shows besides this order of 50,000, one for 35,000, one for 30,000, five for 25,000 each, eight for 20,000 each, six for 15,000 each, one for 13,600, two for 12,000 each, seven for 10,000 each, two for 9,000 each, four for 8,000 each, and so on; with Walla Walla applicants as the largest buyers.

However sincere the prison officials may have been to prevent the threatened bag corner, the coast press conveys the impression that they have failed, since, according to the San Francisco Call, a combination of fourteen firms has been made whereby 5,000,000 bags have been set aside to wait for a rise in the price, which at July 15 was $\frac{1}{2}$ cent above normal, sacks being then worth $5\frac{1}{2}$ cents each, against 5 cents at the close of last season when the short crop demoralized the bag market.

The number of bags required to move the barley and wheat crop of the coast is about 45,000,000, supplied largely by India and the coast prison factories, the product of the latter selling at $1\frac{1}{2}$ cents below the India article, hence the eagerness of dealers and warehousemen to get hold of the prison product.

At July 20 the situation was particularly interesting, for the reason that the ship Macduff, due at Portland, Ore., with 4,000,000 to 5,000,000 sacks form Calcutta, was then considerably (35 days) overdue, having been at that date 161 days out, whereas the average voyage is but 125 days. Reinsurance of 10 per cent had been paid on her. There have been longer passages from Calcutta, but not many, and under the stimulus of the uncertainty of the issue of the Macduff's voyage, the price of bags was firm and the market full of speculators who were taking everything that was offered, feeling sure from the behavior of the combination that the price was sure to go higher. The Macduff, however, arrived safely and broke the corner.

It is talk in Washington that the next Legis-

lature of that state will be asked to head off future speculators, by making it a "penal offense for any person or persons to obtain grain sacks from the penitentiary mill on false pretenses, and to sell them at a higher figure than fixed by the state"—a species of attack which some good people think would drive the "sack trust" out of business, but which might prove inconvenient at times for other people not speculators who might want to sell sacks.

IN THE COURTS

The Minneapolis & Northern Elevator Company will carry to the Supreme Court of North Dakota a suit against it to collect tax on grain in store in the company's elevator at Grand Forks.

The Cargill Elevator Company will carry to the Supreme Court the action against it involving the validity of the elevator license tax of Minnesota as applied to strictly private elevators.

The trial of the cases against ex-State Grain Inspector Dwight W. Andrews, to have begun July 28, has been postponed indefinitely, owing to disagreement of the attorneys as to giving notice of date of the trial.

L. L. Leach & Co. have begun an action against the Armour Elevator Company and the C., B. & Q. R. R. Co. for mechanics' lien of \$56,260.96 on Armour Elevator D, Chicago. The suit is to settle differences growing out of the building of the elevator named.

The case of Allen & Lewis against the O. R. & N. Co. and Oregon Short Line R. R. is brought in the United States Court at Portland, Ore., to test the legality of long-haul and short-haul rates made by those roads, the high rates being charged for short hauls and vice versa.

Farmers in the vicinity of Clearbrook, Frederick County, Va., who had wheat stored in the elevator of J. W. Barrick, at Winchester, which was destroyed by fire last May, have secured an attachment against the insurance money for the loss sustained by them. The amount attached is \$3,000.

The state auditor of Kentucky has begun an action against the National Starch Co. to collect \$300,000 of back taxes for five years on capital stock of \$10,500,000. The "Starch Trust" is incorporated under Kentucky law and nominally has an office at Covington, where the annual meeting is held. The actual office is in New York City.

Justice Laughlin at Buffalo on July 28 refused a motion for a new trial in the case of Northern Elevator Company against Lehigh Valley R. R. Co. to recover \$20,383.86, as the value of grain burned in the Sturges Elevator fire. The case was mentioned in detail in this department last month. The elevator company may take an appeal.

The Ardmore Mill and Elevator Company of Paris, Texas, doing business also at Ardmore, I. T., has applied for a mandamus requiring the secretary of state to record the incorporation charter of the company. That officer has been advised by the attorney-general not to do so, the attorney holding that the state cannot charter a company doing business in another state.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

F. P. Roberts, Blackfoot, Idaho.
P. D. Anderson, Grant City, Mo.
G. H. Dickey, of Dickey Mfg. Co., Racine, Wis.
Louis Barbeau, president the S. Howes Co., Silver Creek, N. Y.
L. C. Shellabarger, of Shellabarger Mill & Elevator Co., Decatur, Ill.
Elgin Keith, treasurer Invincible Grain Cleaner Co., Silver Creek, N. Y.
C. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.
W. H. Caldwell, Terre Haute, Ind., representing Barnard & Leas Mfg. Co., Moline, Ill.

Yellow corn has been in sharp demand by New England yellow corn meal millers and has been selling at a substantial premium.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending with Aug. 12 has been as follows:

July.	NO. 2* R.W. WHT.		NO. 1 NO. P. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 R.YE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12					34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
13					34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
14	74	74 1/2	72 1/2	72 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
15					34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
16					34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
17	72	72 1/2	71 1/2	71 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
18	71 1/2	71 1/2	71 1/2	71 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
19	72 1/2	72 1/2	71 1/2	71 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
20	72 1/2	72 1/2	71 1/2	71 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
21	71 1/2	71 1/2	71 1/2	71 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
22	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
23					34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
24	71 1/2	72 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
25	70 1/2	70 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
26	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
27	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
28	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
29	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
30	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
31	71 1/2	71 1/2	70 1/2	70 1/2	34 1/2	34 1/2	24 1/2	24 1/2	58 1/2	58 1/2	100 1/2	100 1/2
Aug. 1	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
2	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
3	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
4	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
5	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
6	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
7	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
8	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
9	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
10	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
11	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2
12	70 1/2	70 1/2	69 1/2	69 1/2	30 1/2	30 1/2	19 1/2	19 1/2	51 1/2	51 1/2	100 1/2	100 1/2

* Free on board, switched and delivered.
+ Holiday.

During the week ending July 21, Prime Contract Timothy Seed sold at \$2.45@2.50 per cental; Prime Contract Clover Seed at \$6.50; Hungarian at \$0.50@0.60; German Millet at \$0.75@1.00; buckwheat at \$1.30@1.60 per 100 pounds.

During the week ending July 28, Prime Contract Timothy Seed sold at \$2.47 1/2 per cental; Prime Contract Clover Seed at \$6.40@6.50; Hungarian at \$0.50@0.60; German Millet at \$0.75@1.00; buckwheat at \$1.30@1.60 per 100 pounds.

During the week ending August 4, Prime Contract Timothy Seed sold at \$2.45@2.50 per cental; Prime Contract Clover Seed at \$6.50; Hungarian at \$0.50@0.60; German Millet at \$0.75@1.00; buckwheat at \$1.30@1.50 per 100 pounds.

During the week ending August 11, Prime Contract Timothy Seed sold at \$2.47 1/2@2.55 per cental; Prime Contract Clover Seed at \$6.30@6.40; Hungarian at \$0.50@0.60; German Millet at \$0.75@1.00; buckwheat at \$1.30@1.50 per 100 pounds.

The EXCHANGES

Nearly all the leading exchanges of the country appointed delegates to the National Hay Convention at Detroit, Aug. 8, 9 and 10.

The directors of the Chicago Board of Trade have reinstated A. I. Valentine, who about three years ago was suspended from membership for twenty years.

The Chicago Board of Trade has been equipped with a private system of 300 telephones. All the offices are connected and every office can be reached from the exchange hall also.

Only about 144 memberships of the Duluth Board of Trade are in force and as nearly all of these are now required by the grain trade, a considerable advance in value is expected shortly.

The Grain, Hay and Feed Receivers' Association of Cincinnati will probably amend their constitution to hold the election of officers annually instead of semi-annually as has been done heretofore.

New York Produce Exchange memberships are reported as having sold recently at from \$60 to \$75. A few years ago memberships sold at nearly \$2,000, but they have steadily depreciated since the insurance feature was added to the Exchange memberships.

The first new Louisiana rice reached market at New Orleans on July 18. It came from New Iberia and consisted of a small parcel of three barrels, rough and so immature that it would hardly stand milling. It sold at \$3.25 per barrel or 88 cents per bushel.

The outlook for an ample rice crop is excellent, the growing weather having been favorable. As the demand for rice in this country is always greater than the production of the United States, a large yield should not materially depress prices. Rice is almost the only food crop that is not produced here in excess of requirement.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of July, 1899:

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	8,669,750	3,450,000	7,204,000	3,104,100
Corn, bushels.....	5,504,000	9,941,480	8,729,000	3,383,000
Oats, bushels.....	2,756,000	4,057,589	2,570,000	3,061,000
Barley, bushels.....	773,511	125,725	110,000	13,000
Rye, bushels.....	81,888	435,055	108,000	474,500
Flaxseed, bushels.....	244,675	65,000		
Flour, barrels.....	1,075,505	626,021		

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	2,563,438	476,928	1,164,271	542,946
Corn, bushels.....	15,084,386	6,949,951	16,349,995	8,915,223
Oats, bushels.....	9,280,755	5,339,819	6,607,749	4,824,553
Barley, bushels.....	255,060	147,351	344,931	81,617
Rye, bushels.....	132,208	156,912	112,460	277,505
Timothy Seed, lb.....	1,570,589	172,350	1,525,287	465,480
Clover Seed, lb.....	142,838	192,568	118,188	10,642
Other Grass Seed, lb.....	369,606	133,110	574,033	258,823
Flaxseed, bushels.....	186,010	74,822	123,126	83,321
Broom Corn, lb.....	321,758	388,820	554,309	414,455
Hay, tons.....	13,207	15,052	476	709
Flour, barrels.....	387,503	190,352	393,280	171,070

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	104,945	92,245	17,457	88,477
Corn, bushels.....	182,646	185,290	86,578	40,080
Oats, bushels.....	235,015	239,475	60,027	82,690
Barley, bushels.....	9,100		8	
Rye, bushels.....	27,181	3,233	1,211	576
Timothy Seed, bags.....	1,351	295	761	92
Clover Seed, bags.....	1,676	152	852	114
Other Grass Seeds, bags.....	1,060	1,311	853	1,109
Hay, tons.....	3,824	4,791	1,858	3,861
Flour, barrels.....	151,871	80,513	121,543	49,895

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	268,408	374,052	54,122	217,231
Corn, bushels.....	169,846	126,804	217,891	53,297
Oats, bushels.....	83,673	92,549	2,505	
Barley, bushels.....	3,590			
Rye, bushels.....	9,859	15,640	2,094	24,350
Hay, tons.....				
Flour, barrels.....	24,317	15,100	11,200	9,870

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	4,655,014	308,517	5,937,087	2,100,464
Corn, bushels.....	497,462	426,270	679,460	521,900
Oats, bushels.....	46,138	4,157	781,601	180,881
Barley, bushels.....	64,049	7,967	53,738	
Rye, bushels.....	42,063	66,849	121,093	95,095
Flaxseed, bushels.....	124,681	36,772	164,432	163,015
Flour, barrels.....	614,475	352,335	901,855	460,190
Flour production, bbls.....	219,515	156,875		

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	1,598,350	2,027,350	769,500	1,071,206
Corn, bushels.....	868,250	742,500	623,250	478,500
Oats, bushels.....	151,000	221,000	75,000	31,000
Barley, bushels.....				
Rye, bushels.....	14,800	2,600	1,100	
Flaxseed, bushels.....	11,600	3,500	2,500	
Hay, tons.....	8,090	6,690	2,700	1,690
Flour, barrels.....			18,600	23,640

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	5,087,690	1,271,640	659,010	680,720
Corn, bushels.....	281,940	262,020	178,530	81,150
Oats, bushels.....	561,140	348,090	494,760	145,940
Barley, bushels.....	19,140	9,270	34,130	8,090
Rye, bushels.....	29,400	50,600	44,480	44,140
Flaxseed, bushels.....	36,530	17,180	154,000	45,470
Hay, tons.....	1,123	2,227	65	30
Flour, barrels.....	12,715	4,427	1,624,449	892,854

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Wheat, bushels.....	918,400	318,395	301,440	17,855
Corn, bushels.....	855,100	525,200	916,659	938,825
Oats, bushels.....	1,284,000	525,000	1,267,710	901,650
Barley, bushels.....	301,750	42,400	324,384	27,438
Rye, bushels.....	67,000	53,400	66,219	39,200
Timothy Seed, lb.....	206,400		123,573	24,000
Clover Seed, lb.....	15,400	390		
Flaxseed, bushels.....	3,480	1,740	4,060	1,740
Hay, tons.....	1,377	1,291	88	12
Flour, barrels.....	269,085	130,230	370,227	171,141

SAN FRANCISCO—Reported by T. C. Friedlander, secretary of the Produce Exchange:

Wheat, cents	414,668	183,028	249,488	570,367
Corn, cents	10,695	5,085	1,067	5,321
Oats, cents	72,561	32,225	3,739	1,488
Barley, cents	454,475	183,023	233,419	117,760
Rye, cents	9,353	1,887		
Flaxseed, sacks		1,079		
Hay, tons	15,933	14,050	916	742
Flour, barrels	121,939	80,098	77,595	67,513

ELEVATOR

GRAIN NEWS

CENTRAL.

The Morse Elevator at Painesville, Ohio, is about completed.

A grain elevator will probably be built at Middlepoint, Ohio.

The railroad elevator at Moorepark, Mich., is being rebuilt.

Spear & Sons have completed their elevator at Marquette, Mich.

H. N. Hammond of Fifield will build a seed warehouse at Gladwin, Mich.

Wm. Hammer is building an addition to his elevator at Montrose, Mich.

Armstrong & Sons have added some machinery to their elevator at Clifton, Ohio.

W. H. Marsh, a grain dealer at Gregory, Mich., has sold his general store business.

The elevator at Lake View, Ohio, has been equipped with a Dickey Overblast.

Burroughs & Lawrence of Mulliken, Mich., recently completed a first-class grain elevator.

H. W. Wilson has put in a new cleaner and otherwise improved his elevator at Marlette, Mich.

One of the grain elevators at Richmond is being torn down and removed to Marine City, Mich.

Wright & Gardner have succeeded Austin & Gardner in the grain business at Worthington, Ohio.

Keller & Dowell are the successors of Armstrong, Keller & Co. in the grain business at Bellefontaine, Ohio.

A Dickey Overblast has been placed in the elevator at Crown Point, Ind., and also in the elevator at Sheridan.

H. H. Smith of Lima has purchased the Rose Warehouse at La Grange, Ind., and will buy grain and clover seed.

Horn & Co., Richwood, Ohio, have put in a 15-horsepower gasoline engine to run their elevator and corn sheller.

Thomas Perine and Clyde Meek have purchased the elevator and grain business of H. C. Stockman at Greensburg, Ind.

The new 10,000-bushel elevator being built at Leslie, Mich., by McLaughlin, Ward & Co. of Jackson, is about completed.

An elevator man of Port Huron, Mich., recently reported this as the busiest season ever experienced by the elevators of that city.

The Canal Elevator & Warehouse Co.'s plant at Cincinnati, Ohio, valued at \$100,000, was to be sold at auction on August 14.

J. D. Rounds has moved from Virgil, N. Y., to Woodland, Mich., where he is now a member of the grain firm of Harter & Rounds.

Joseph Parrett, a grain dealer of Huntsville, Ohio, has filed a petition in bankruptcy. His liabilities are given as \$2,261.36 and assets as \$275.

Deniston & Coffyn of Rochester, Ind., are building a new grain elevator and have purchased the machinery equipment of the Weller Mfg. Co.

The new elevator at Woodville, Ind., was opened last month. A farmer 80 years of age was on hand at 6:30 a. m. with the first load of wheat.

The Rhodes Grain Co. of Granger, Ind., is reported to have filed a petition in bankruptcy. They bought grain last winter at Niles, Mich., and other points.

The wheat receipts from farmers at the elevator of the Harter Milling Co., Fosteria, Ohio, during July, are said to have averaged 2,000 bushels a day.

James Johnston has purchased the interest of his partner in the firm of Johnston & Coulter at Cassopolis, Mich. Mr. Johnston will continue to deal in grain, flour, lime, coal, etc.

Hollowell & Bro. of Jamestown, Ind., have built a storage house near their elevator for clover seed and seed wheat. They will try to furnish farmers with the best varieties of seed grain.

Henry Schulenberg has purchased from Moore & Massey the elevator at Kingman, Ind. Mr. Schulenberg will remain in Covington and the elevator will be in charge of his brother, Alfred.

The Canton Grain Elevator Co. of Canton, Ohio, has been incorporated with an authorized capital of \$15,000. Col. J. J. Clark, H. C. Fogle, G. L. Spangler, H. S. Kauffman and Wm. Zollinger are the incorporators. This is a move on the part of the

business men of Canton to secure a grain market there.

The new Wellington Elevator at Anderson, Ind., must be pretty busy, judging from the fact that between 6 and 1 o'clock one Saturday night last month, 1,000 bushels of wheat was taken in from farmers' wagons.

G. L. McLean & Co. of Battle Creek, Mich., who own a line of elevators along the Grand Trunk, have recently purchased elevators at Bellevue, Aniger and Olivet, and are said to be negotiating for one at Charlotte.

The well-known firm of W. L. Kidder & Son of Terre Haute, Ind., has incorporated to deal in grain, manufacture flour, etc. The capital stock is \$125,000. The incorporators are Wright L. Kidder, E. W. Kidder and Phillip Best.

At the annual meeting of the stockholders of the C. H. & D. Elevator at Toledo, a board of directors was elected, and also the following officers: M. D. Woodford of New York, president, and F. E. Ferguson of Toledo, secretary and treasurer.

Toledo, O., is said to be experiencing a great shortage of elevator room since the burning of the C. H. & D. Elevator. Plans are said to be under way, however, for the erection of two large elevators on the deep water front of the river.

New Brothers of Greenfield, Ind., have replaced steam with gasoline engines in their mill and elevator at Greenfield, and also in their elevators at Maxwell, Willow Branch, Ingalls and Morristown. They claim the change is decidedly economical.

It is expected to have the new F. & P. M. Elevator at Ludington, Mich., ready for business by October 1. It is said that the parties who purchased the 55,000 bushels of scorched and damaged grain from the burned house made an exceedingly good thing out of it.

ILLINOIS.

An elevator is to be built at once at Hazelhurst, Ill.

John Nelson is building an elevator at Donovan, Ill.

The Tendick Grain Co. is a new firm at Murrayville, Ill.

D. J. Keeley is building an elevator at Waddams Grove, Ill.

The farmers are organizing to build an elevator at Shannon, Ill.

A. F. Foll at Lena, Ill., has just put in a new Dickey Cleaner.

The Middle Division Elevator at Clinton, Ill., has been remodeled.

A. Tornquist is pushing work on his new elevator at Donovan, Ill.

Sutherland & Schultz are building an elevator at Dunfermline, Ill.

W. B. Probasco is building an addition to his elevator at Merna, Ill.

J. H. Hawes has placed a gasoline engine in his elevator at Atlanta, Ill.

H. A. Reed now has his new elevator in operation at Middlegrove, Ill.

E. H. Bacon of Lilly, Ill., has let the contract for a 35,000-bushel elevator.

An old mill building at Bethany, Ill., is being converted into an elevator.

Work is now well under way on the new Farmers' Elevator at Mason City, Ill.

John Pierson has sold his grain business at Malden, Ill., to Chicago parties.

The new elevator at Elwood, Ill., is expected to be completed by September 1.

The Shear Grain Co. has succeeded Barnes & Co., grain dealers of Fairbury, Ill.

Samuel Mangas of Hartsburg, Ill., shipped 15,000 bushels of corn in one week recently.

H. G. Porter of De Land, Ill., recently bought 20,000 bushels of corn from one party.

H. H. Clevidence, Mt. Morris, Ill., has completed the 10,000-bushel addition to his elevator.

A. W. Skinner, who was burned out at Hudson, Ill., this spring, is rebuilding his elevator.

The Alexis Grain Co., Alexis, Ill., has its 60,000-bushel elevator well along toward completion.

C. V. Warren of Broughton, Ill., has sold his grain warehouse to the Broughton Milling Co.

Fryer & Smith of San Jose, Ill., have been improving the handling facilities of their elevator.

The Dodge Manufacturing Co. Chicago branch have just received contract through the Macdonald Engineering Co. for elevating and conveying, also

power transmitting machinery, for the Chicago Railway Terminal Elevator Co.

Frank Warner of Osman has purchased a half interest in J. C. Wheeler's grain business at Fisher, Ill.

Emden, Ill., grain men are receiving generous quantities of the new crop direct from the thrashers.

Jordan Bros., grain dealers of Heyworth, Ill., are thinking of building a grain elevator at Randolph.

The Hudson Grain Co. will succeed Shepherd Bros. in the grain business at El Paso, Ill., on October 1.

E. H. Bacon of Lilly is making extensive improvements to the equipment of his elevator at Mackinaw, Ill.

The Hawkeye Elevator Co. of Chicago has certified to an increase of its capital stock from \$50,000 to \$80,000.

Rapp, Froebe & Co., Harness, Logan Co., Ill., are adding a large oat bin and cob house to their elevator plant.

Patton Bros. are building a new grain elevator at Somonauk, Ill. The Weller Mfg. Co. has the machinery contract.

O. B. Wheeler has purchased the machinery equipment of the Weller Mfg. Co. for his new grain elevator at Leeds, Ill.

Chas. Nobbe & Sons of Farmersville, Ill., have ordered a No. 3 Overblast Grain Cleaner of A. P. Dickey of Racine, Wis.

A. L. Duncan & Co. have been shelling and shipping a large quantity of corn which they have had cribbed at Oakville, Ill.

Roberts, Moschel & Mosiman are enlarging their elevator at Morton, Ill., so that it will have capacity for 32,000 bushels of oats.

Weider & Volz, dealing in grain and feed at Arlington Heights, Ill., have dissolved partnership. N. C. Volz continues the business.

Morrison & Grindley have repaired their elevator at Claytonville, Ill., and put it in shape to handle the large oats crop in that vicinity.

The Weller Mfg. Co. has the contract for the machinery outfit for the new grain elevator which J. S. Cameron is building at Elliott, Ill.

Phillip Essenspreis has purchased the elevator at Pierron, Ill., which has been successfully operated for many years by L. Knebel & Co.

Dealers at Mackinaw, Ill., are reported to have contracted for considerable old corn at from 30 to 32 cents, for delivery by September 1.

At De Kalb, Ill., Kennedy Bros. have placed in their elevator one of the largest sized Overblast Separators of the Dickey Mfg. Co.'s make.

T. S. Paugh of Lodge, Ill., has bought French & Co.'s elevator at Galesville, and with the aid of his two sons will operate houses at both places.

H. J. Puterbaugh of Mackinaw, Ill., who buys grain at three stations, has contracted for over 75,000 bushels of grain, principally corn and oats.

The recently incorporated Farmers' Elevator Co. of Wheatland, Ill., purchased Marsh & Wood's elevator at Normantown and took possession on August 1.

J. A. Augspurger & Son have leased their elevator at Farmer City, Ill., to the Cleveland Grain Co. A. W. Augspurger will manage the business for the lessees.

Hon. Duncan M. Funk of Bloomington, Ill., has over 500 acres of corn on his farm, which he says gives promise of a better crop than he ever had there before.

The Grain Growers' Union of Campbell Hill, Ill., has incorporated with a capital stock of \$1,500. T. J. Cross, Henry Ellings and John Burmeister are the incorporators.

The Chicago branch of the Dodge Mfg. Co. is furnishing the complete equipment of shafting and rope drives for the new McReynolds Elevator at South Chicago, Ill.

The Weller Mfg. Co. has the order for the equipment of machinery for the new grain elevator which the Chicago & Northwestern Railroad is building at La Fox, Ill.

The entire shafting and conveyor equipment for the new feed house of the United States Sugar Refining Co. at Waukegan, Ill., is being furnished by the Chicago branch of the Dodge Mfg. Co.

The milling and grain firm of F. L. Kidder & Co. at Paris, Ill., is building an elevator 100x40 feet, 36 feet to top of frame. It will be covered with corrugated iron. It will be used for storage only

and will hold 100,000 bushels. It will have five dumps.

Buckholtz & Spellmeyer are building a new grain elevator at Melvin, Ill. They purchased the machinery equipment of the Weller Mfg. Co.

U. B. Mennen, formerly a buyer for Bartlett, Frazier & Co., at one of their stations, has purchased the south elevator on the Illinois Central Railroad at Minonk, Ill.

H. S. Goodman has purchased J. C. Madden's elevator at Bondville, Ill., and is improving same. Mr. Madden has gone to Delrey to look after the business of the Middle Division Elevator Co.

The farmers in and about Princeton, Ill., are about to organize a stock company for the purpose of building and operating a farmers' cooperative grain elevator. The capital stock will be \$5,000.

The Board of Review of Iroquois County, Illinois, raised the assessment on all the elevators in that county, which has resulted in considerable complaint on the part of some of the elevator owners.

There was no change in the list of officers made at the annual meeting of the Chicago Elevator Company. Russell Sage was re-elected president, Earnest F. Smith secretary and treasurer and Lloyd J. Smith manager.

Henry Sand and H. Wagel Jr. have purchased Shafer & Withrow's elevator at Geneseo, Ill. Ira W. Withrow has leased Mr. Sand's interest. Mr. Shafer retired to go West with a view to improving his wife's health.

NORTHWESTERN.

The Farmers' Elevator at Mazeppa, Minn., is completed.

A 40,000-bushel elevator is to be erected at Elysian, Minn.

De Pue Bros. are building an elevator at Hollo-way, Minn.

W. W. Fletcher will build an elevator at Pipestone, Minn.

John Doyle is preparing to build an elevator at Wishek, N. D.

It is reported that an elevator is soon to be built at Valders, Wis.

J. Harder & Co. will build a 15,000-bushel elevator at Hosmer, S. D.

E. A. Brown has a 25,000-bushel elevator under way at Luverne, Minn.

M. J. Winchell has purchased the Madison Elevator at Howard, S. D.

The Farmers' Cooperative Union of Summit, S. D., are building an elevator.

Eckert & Williams of Glenville, Minn., will build a 60,000-bushel elevator.

C. H. Reipke is building an addition to his elevator at Windom, Minn.

E. E. Van Schoiack is building a 20,000-bushel elevator at Bryant, S. D.

Bender Bros. are remodeling and improving their elevator at Tyndall, S. D.

Work is in progress on a 30,000-bushel farmers' elevator at Sisseton, S. D.

F. L. Wheeler of Scotland, S. D., has placed a gasoline engine in his elevator.

A 30,000-bushel elevator is to be built by the business men of Rothsay, Minn.

A. D. Sprague, Caledonia, Minn., has put in one of the Dickey Mfg. Co.'s cleaners.

Dan McLoughlin of Fargo contemplates erecting an elevator at Bottineau, N. D.

A grain elevator will be built at Cavalier, N. D., by Hoff Bros. and A. A. Robinson.

The elevator at Reynolds, N. D., has been equipped with a large-sized Dickey Cleaner.

Work is in progress on a new elevator for the Betts Elevator Co. at Ethan, S. D.

C. E. McGowan has bought the St. Anthony & Dakota Elevator at Wilmont, S. D.

Frank Schumacher and John Suhr are building a 10,000-bushel elevator at Eureka, S. D.

An organization has been perfected at South Shore, S. D., to build a farmers' elevator.

An elevator will probably be built at Alexandria, S. D., this fall by a cooperative concern.

Packard & Solum, Barnesville, Minn., have put in one of the Dickey Mfg. Co.'s cleaners.

The Atlas Elevator at Canby, Minn., has been remodeled and a new dump scale put in.

Geo. T. Harris is building at Hartland, Minn., an elevator 30x36, 43 feet high. A part of the first floor will be occupied by a scale, grain cleaner

and feed mill, and the plant will be occupied by a 20-horse power gasoline engine.

The Groton Milling Co. is erecting a 40,000-bushel elevator adjoining its mill at Groton, Minn.

Loomis & Watson of Bridgewater, S. D., have dissolved, Mr. Loomis taking the elevator.

Stone Bros. are the successors of J. K. Stone & Sons, grain dealers at Granite Falls, Minn.

The Dickey Mfg. Co.'s Overblasts have gone into the elevators at Havana and Hatton, N. D.

Fredine & Lawrence are building an elevator at Maynard, Minn., 30x20 feet and 36 feet high.

Walker & Mayer have just commenced work on a 20,000-bushel elevator at Bridgewater, S. D.

A 10,000-bushel elevator is being built on the Northern Pacific right-of-way at Brainerd, Minn.

It is reported that a business man of Crary, N. D., will build a 20,000-bushel elevator there this fall.

The Van Dusen Elevator at Redwood Falls, Minn., which was burned some time ago, is being rebuilt.

A 20,000-bushel elevator, it is said, will be built at Alexandria, S. D., by the farmers' organization.

S. H. Briggs of Traverse, Minn., will raise his elevator, put in a new foundation, gasoline engine, etc.

C. E. Burgess, Aneta, N. D., has purchased one of the Dickey Overblasts for flax and general cleaning.

The S. Y. Hyde Elevator Co. is converting its grain warehouse at Chandler, Minn., into an elevator.

Albert Rothschild recently purchased and took possession of F. A. Hyke's elevator at Luverne, Minn.

It is expected that two new elevators will be built at Frankfort, S. D., before the fall trade opens.

The new elevator at Luxemburg, Wis., was equipped with the Dickey Overblast for general cleaning.

Richard Hummel has bought a half interest in the grain and coal business of Ryan & Co. at Spencer, S. D.

The Atlas Elevator Co. has put up a new office and weighing room in connection with its elevator at Tracy, Minn.

The St. Anthony & Dakota Elevator at Maza, N. D., which was wrecked by a storm last month, is being rebuilt.

Wheeler & Hanson of Lamberton, Minn., will at once build a 40,000-bushel elevator in connection with their flour mill.

Work is in progress on H. E. McEachron's elevator at Wausau, Wis. It is 40 feet square and will be 70 feet high.

E. M. Walbridge of Northfield, Minn., has leased the elevator at Dundas, on the Great Western, and now operates 13 elevators.

The Farmers' Elevator Co. of Castlewood, S. D., have purchased the elevator at that place owned by the Atlas Elevator Co.

The Woodworth Elevator Co., Minneapolis, has leased the Farmers' Elevator at Hoffman, Minn., for handling the 1899 crop.

The Red Lake Falls Milling Co. have purchased a grain warehouse at Dugdale, Minn., and will tear it down and build an elevator.

J. E. Walker and Mayer Bros. of Bridgewater, S. D., are about to build a 20,000-bushel elevator there, on the C. M. & St. P.

L. L. Olds, a seedsman of Clinton, Wis., is planning to erect a seed warehouse there, to be 48x112 feet, three stories and basement.

The Lee Elevator Co. at Perley, Minn., has placed a large-sized Dickey Overblast in its house for general cleaning, including flax.

Two of the Dickey Mfg. Co.'s Cleaners have been bought for the elevators at Woonsocket, S. D., and one for the elevator at Shindlar.

The Great Western Elevator Co., Madison, Minn., are raising their house and moving it back from the tracks the regulation distance.

The Interstate Elevator at Hitchcock, S. D., will probably be improved by the addition of a new dump before the fall trade opens.

Business men and farmers of Graceville, Minn., have organized a company with \$2,000 capital, to build an elevator. This will make six buyers at that point.

At a recent meeting of the Minnesota Elevator Company of Winona E. P. Frazier was elected president, W. H. Bartlett vice-president, W. V. Parsons of Winona treasurer and H. C. Garvin secre-

tary. The company will operate a system of country elevators along the Northwestern Railroad.

The Cokato (Minn.) Elevator Co. held their annual meeting July 29, re-elected the old officers and declared a dividend of 25 per cent.

The Dickey Overblast Cleaners for flax and general cleaning were put in last month in the elevators at Kent and Euclid, Minn., and Orr, N. D.

The Atlas Elevator Co. has commenced work on a 50,000-bushel elevator at Groton, Minn., to take the place of one destroyed by fire last March.

Repairs have been made at the Northwestern Elevator at Grandin, N. D., and Agent Ferguson is getting things in shape to care for the new crop.

The Empire Elevator Co. has built a new office and installed a gasoline engine at its elevator at Hutchinson, Minn. C. D. Hall is local manager.

The Cargill Elevator at Osseo, Wis., is closed for a few weeks, and the buyer, Dan Nally, is spending his vacation at his former home in Arcadia.

The Rippe Elevator of Howard, S. D., has put in a new dump scale. W. W. Stoddard expects to move from Roswell and take charge of this house.

The Rice Farmers' Mercantile & Elevator Co. of Rice, Minn., has been incorporated with an authorized capital of \$100,000, to deal in all kinds of grain, etc.

A 160,000-pound Fairbanks Scale has been placed in the Zenith Elevator and eight scales of 84,000 pounds' capacity each in the addition to Elevator E at Duluth.

D. C. Harrington of Pipestone, Minn., has leased the Woodworth Elevator at Hadley. In addition to houses at these two points, he also operates one at Grayville.

Brooks, Griffith & Co. of Minneapolis, who have been operating the Patten Elevator at Le Sueur, Minn., under lease during the past year, have purchased same.

It is reported that three elevators will be erected at Armour, S. D., to help care for the new crop, which now promises to be the largest in the history of that section.

The Farmers Cooperative Elevator Company of Viborg, S. D., has been incorporated with a capital of \$15,000. They will build at once. M. M. Hansen is manager.

The business men of Ripon, Wis., have organized the Farmers' Elevator Co. at that place and will build an elevator. T. D. Stone is president and Fred Barnett, secretary.

The Woodworth Elevator Co. of Minneapolis, Minn., has completed a 30,000-bushel elevator at Wimbleton, N. D., and has a similar house well under way at Courtenay.

The Lake Preston Milling Co., Lake Preston, S. D., has purchased an elevator from the Madison Elevator Co. and will put in dump scales and otherwise improve the same.

Perry & Jones of Aberdeen, S. D., have purchased T. F. Marshall's flat house at Oakes, N. D., and will move it to Babcock, in Sargent County, as they already have a buying station at Oakes.

The Empire Elevator Co.'s house at Milbank, S. D., was closed down for a week recently during the annual cleaning up. Franz Croal, the buyer, took advantage of the opportunity to take a vacation.

The Farmers' Elevator Co. of Buxton, N. D., has been organized, and the board of directors authorized to build an elevator of 35,000 to 45,000 bushels' capacity. This will make the fifth elevator in that town.

The opening of Morrison's elevator at Eau Claire, Wis., gives farmers in that section a market for all kinds of grain. Most elevators have only facilities for one or two kinds of grain and don't touch anything else.

J. H. Fitzgerald has moved his general store from Alicia to Geneseo, N. D., and will build an elevator at once at his new location. It is estimated that from 250,000 to 300,000 bushels of grain will be marketed at Geneseo this season.

The George C. Bagley Elevator Co. of Minneapolis will at once build an ironclad elevator and power house at Tenth Avenue South and Twenty-ninth Street. It will have a capacity of 250,000 bushels. Barnett & Record Co. have the contract.

The Farmers' Elevator Co. of Dassel, Minn., held its first annual meeting last month. A dividend of 30 per cent was declared and the following officers elected: August Johnson, president; L. E. Larson, secretary; E. E. McGrew, treasurer.

Improvement is the order of the day with the elevators at Madison, S. D. The Cargill Elevator has put in dump scales, gasoline engine and other improvements. Stoddard & Ketchum have built a 2-story annex for a new gasoline engine room

and office. The Madison Elevator Co. is also putting in dump scales and an engine. The Farmers' Alliance Elevator will also add dump scales.

The Farmers' Elevator Co. of Buffalo, Minn., held its annual meeting last month. The treasurer's report showed \$2,200 cash on hand and a dividend of 50 per cent was declared. The company handled during the year 70,065 bushels of wheat and 6,405 bushels of rye. Officers elected for the coming year were as follows: President, F. McKnight; secretary, Walter D. Oakley; treasurer, L. G. Gilbert.

At the annual meeting of the Northwestern Independent Grain Shippers' Association, held at Vining, Minn., the following officers were elected: A. O. Hatch, Battle Lake, president; William Robertson, Underwood, vice-president; H. P. Berg, Vining, treasurer; Frank Hoskins, Deer Creek, secretary. A. T. Lund, Vining; H. L. Knebler, Brownstown; Ed Johnson, Clitherall; J. M. Wilson, Wall Lake, and Nels Hendrickson, Fergus Falls, directors. A committee was appointed to look after the interests of the independent shippers in buying, fixing grades and other matters.

Work is now in progress on elevators at the head of the lakes, aggregating 7,000,000 bushels' capacity. The million-bushel house for the United States Flour Milling Co. is expected to be completed by October 1. The 500,000-bushel addition to Consolidated Elevator E is under roof and the machinery is being placed. Although preliminary work on the Peavey Grain Co.'s 1,400,000-bushel elevator at Rice's Point, Duluth, proved very slow, it is expected to have it completed about on time. The foundation for the Great Northern's 3,000,000-bushel elevator at Superior is not completed, and the house cannot be ready for grain before the crop of 1900. Machinery is being installed in the electrical power house which will drive the Great Northern system of elevators there, to aggregate 6,500,000 bushels. Material is arriving for the Omaha Railroad's elevator of 1,000,000 bushels' capacity, to be built on Allouez Bay.

SOUTHERN.

B. Howell will build a grain elevator at Huntsville, Ala.

John Pfaff of Edmond, Okla., is building a 10,000-bushel elevator.

Leeper & Chiles have completed a grain warehouse at Caddo, I. T.

Birdsong & Jordan, wholesale grain dealers at Monroe, La., have sold out.

J. W. Fields has his new grain warehouse at McKinney, Tex., completed.

The Farina Flour Mills of Raleigh, N. C., will build a 25,000-bushel elevator.

Martin & Hawkins, Jonesboro, Tenn., have purchased a Dickey Mfg. Co. Cleaner.

A large rice plant, to be known as the American Rice Mill, is to be built at Crowley, La.

The Fort Payne Mill Co., Fort Payne, Ala., contemplate building a 30,000-bushel elevator.

J. J. Metcalf and J. D. McGill are preparing to build a grain elevator at Waxahachie, Tex.

The Feliciana Oil Mill, St. Francisville, La., has doubled the capacity of its cottonseed oil mill.

R. W. Cameron will embark in the wholesale hay and grain business in the fall at Hampton, Fla.

E. E. McMillan & Co., Spartanburg, S. C., will close out their grocery business and open a wholesale flour and grain business.

The Collin County Mill & Elevator Co. of McKinney, Tex., will build a corn sheller plant, 24x80 feet, with a daily capacity of 5,000 bushels.

The Sabine & Northern Railway Co. contemplates the erection of a 500,000-bushel elevator in connection with a ship which it will construct at Sabine.

The Paul's Valley Milling Co. of Lexington, Okla., has been incorporated to operate a flouring mill and grain elevator, with a branch at Paul's Valley, Chickasaw Nation.

Patrick & Keel of Gainesville, I. T., have stationed a buyer at Durant, where they have opened a warehouse. A large amount of grain is said to be coming to that market.

Another elevator is to be built at Hennessey, Okla., by a Mr. Needham. This will be the eighth elevator in that town, besides several storage warehouses. Hennessey dealers have branches at every station in the territory on the Rock Island Railroad. The grain men employ at Hennessey about 50 people.

The A. T. & S. F. Railroad is building an extension to Tonkawa, Okla., where five elevators are being built. While this is a great wheat and corn country, we are informed that there is not sufficient business for so many houses, and that

three elevators could easily handle everything. Donahue Bros. are building a 10,000-bushel house and Robert T. Brook a 20,000-bushel house.

The Hillsboro Gin Co. of Hillsboro, Tex., has been incorporated with a capital of \$25,000. Among the lines of business contemplated is the construction and operation of grain elevators, etc.

M. J. Travis, the Atchison, Kan., contractor, is building at Rockwall, Texas, for Smith & Baker, a 12,000-bushel elevator. It will be equipped with a 20-horse power gasoline engine, one corn shucker, sheller and cleaner combined, one oat clipper, one double Eureka Receiving Separator and one Bowsher Combined Grinder, No. 8.

IOWA.

H. A. Wiemer, Harris, Iowa, puts in a Dickey Overblast.

At Sulphur Springs, Iowa, a Dickey Overblast has gone in.

John Price of Beacon, Iowa, contemplates building an elevator.

C. Christensen contemplates building an elevator at Toledo, Iowa.

The Minburn Grain Co., Minburn, Iowa, has sold out its business.

Codner & Lee have rented the grain elevator at New London, Iowa.

Gwynn & O'Neal continue the grain business of G. M. Gwynn at Essex, Iowa.

Livermore Bros., Buffalo Center, Iowa, have put in a second Dickey Overblast.

The Green & Webber Elevator at Collins, Iowa, has been opened for business.

Work is in progress on Counselman & Co.'s new elevator at Des Moines, Iowa.

The Neola Elevator Co. of Chicago is building an elevator at Hayesville, Iowa.

The Marfield Elevator Co. has bought out Deal & Webb's grain business at Early, Iowa.

Joe Frank of Blanchard, Iowa, has remodeled his elevator and put in some new machinery.

Eckert & Williams are making some improvements in their elevator at Kensett, Iowa.

Barnard Bros., Sloan, Iowa, are increasing the bin capacity of their elevator 2,500 bushels.

The elevator at Highland Center, Iowa, is completed and G. W. Bender is manager of same.

Pearson & Hayton of Anthon, Iowa, have remodeled their elevator and lowered the driveway.

J. L. Dow & Co. of Davenport, Iowa, have just completed a new grain elevator at Adair, Iowa.

W. P. Harrison, a grain buyer at Hedrick, Iowa, has put in a dump for loading direct into cars.

Nagle & Holder have succeeded M. F. Broadwell in the grain and lumber business at Cantril, Iowa.

C. E. Noble has installed a gasoline engine and otherwise improved his elevator at Hawarden, Iowa.

Geo. H. Barber, Hawarden, Iowa, has remodeled his elevator and put it in shape for the coming busy season.

Miller, Iowa, is reported as being a good point for the location of an elevator. Address C. E. Miller, postmaster.

Rufus Bullard, who recently purchased J. M. King's elevator at Maxwell, Iowa, has thoroughly remodeled the interior.

Rockwell City, Iowa, is said to need a grain elevator. J. H. Bradt can be addressed for information on this subject.

Roach & Wold of Rock Rapids, Iowa, have recently made improvements on their elevator, making it more labor saving.

Forty thousand bushels of corn, which had been in cribs at Sac City, Iowa, since 1893, was shelled out last month and marketed.

Sherman W. Clark has rented his farm near Mallard, Iowa, and will engage in the grain, lumber and live stock business there.

J. F. Luse has rented his grain business at Ross, Iowa, to Leek Bros., who will operate it in connection with their business at other points.

H. C. Hamilton has purchased a residence at Nora Springs, Iowa, and will move there from Rock Valley and take charge of his elevator.

M. W. Lee is now general manager of the Northwestern Iowa Grain Co., with headquarters at Britt, Iowa. The company now has ten stations and expects to add a few more during the coming sea-

son. Mr. Lee was located at Dunlap until a short time ago.

Chas. E. Myers, a grain dealer of Atlantic, Iowa, has filed a petition in bankruptcy. His liabilities are over \$16,000, with assets of less than \$9,000.

The Spencer Grain Co., Spencer, Iowa, has moved its headquarters to Minneapolis, Minn. Spencer thus loses the families of Messrs. Troendle, Phelps and Corl.

Both members of the grain firm of B. A. Abbott & Son of Charter Oak, Iowa, are in Alaska, prospecting, we presume, and the date of their return is indefinite.

The Davenport Elevator Co. has purchased a fine elevator site in the western part of Davenport, and will probably build on the same in the course of time.

Jo. Hardie has sold a half interest in his elevator at Wallingford, Iowa, to John Ketchen, who will remove from Graettinger to Wallingford and manage the business.

Dickey Cleaners have been put in by Kruse & Dunn, Armstrong, Iowa; Hall Roberts, Postville, Iowa; J. K. McAndrew, Hartley, Iowa, and Dudley & Johnson, Hubbard, Iowa.

Thomson & Son of Earlham, Iowa, have had their elevator closed down lately while making extensive repairs. The cupola has been raised and new bins and elevating machinery added.

James Mahoney of Marshalltown, for over 25 years an employee of the Iowa Central Railroad, is building an elevator at Latimer and another at Kanawha, Iowa, on the new extension of the Iowa Central.

The Nye & Schneider Co. of Fremont, Neb., have work well along on several of the dozen or so elevators which they will build this season along the new branches of the C. & N. W. Ry. in Northwestern Iowa.

The Micklewait & Young Co. of Macedonia, Iowa, has been incorporated. This company has been engaged in the grain, coal and lumber business for 20 years, but has incorporated owing to the death of one of the partners.

Terwilliger & Dwight of Rock Valley, Iowa, have added to their line of houses one at Fairview, S. D., and another at Westfield, Iowa, which they acquired by purchase. Extensive improvements will be made on the latter house.

L. L. Laurence, who recently moved to Estherville, Iowa, from Armstrong, has bought out the Estherville Elevator Co. and taken charge of the business. Fred McCord, late manager of this business, has gone on the road for a Chicago grain commission house, making his headquarters at Estherville.

The firm of Scott & Sidwell, composed of F. A. Scott of Eagle Grove, Iowa, and C. F. Sidwell, is now engaged in building a large and convenient oat house adjoining their elevator at Florence, Iowa, on the M. C. & Ft. D. Ry. It will be connected with the elevator by double spouting above and screw conveyor under the floor, in a manner which they inform us will be exceedingly convenient for filling and shipping out.

J. A. Campbell & Son have completed a new 20,000-bushel grain elevator and 75-barrel flour mill at Atlantic, Iowa. The elevator adjoins the mill, a driveway passing between. Grain from farmers' wagons is dumped in the driveway and elevated to the cleaning machinery in the top of the elevator. A new feature of the elevator is that ear corn is dumped, elevated and cribbed from the head of the elevator and then carried back to the sheller by a drag belt. This saves shelling in the crib.

WESTERN.

A new grain elevator has been completed at Scio, Ore.

Max Putz of Mayville, Ore., has purchased a Dickey Overblast.

The La Veta Milling & Elevator Co., La Veta, Colo., has sold out.

The mill at Joseph, Ore., has been equipped with a Dickey Overblast.

Snell & Bills, dealers in coal and grain at Oakland, Cal., will dissolve.

Gibson & Kerr, grain merchants of Portland, Ore., have dissolved partnership.

Gunning & Garber have engaged in the grain business at Reardan, Wash.

Mayo & Phillips have succeeded C. H. Mayo, grain dealer of Butte, Mont.

A. M. Humphrey has succeeded A. M. Humphrey & Co., grain dealers of Salem, Ore.

The Orondo Shipping Co. of Wenatchee has purchased the Green & Crowell and Larwood elevators

at Harrington, Wash. Mr. Crowell will manage the company's business at that point.

The large grain warehouse and tramway at Jullaetta, Idaho, are being repaired.

A. Kuhn of Colfax, Wash., is building an addition on his grain elevator at Endicott.

The Union Men's Co-operative Milling & Elevator Co. has been established at Boulder, Colo.

E. S. Rice has leased the Johnson Grain Commission Co.'s warehouse at Johnson, Wash.

E. G. Dehm has purchased the hay and grain business of Markham & Allen at San Diego, Cal.

The grain firm of Foss & McNulty at Berkeley, Cal., has dissolved, Mr. McNulty retiring from the firm.

W. J. O'Connor and J. B. Steward have removed their seeding plant, located at Chico, Cal., to Woodland.

The Tilson, Bartlett Grain Co. of Portland, Ore., has opened a warehouse and will buy grain and produce at Salem.

The Cable Milling Co. of Post Falls, Idaho, is building a new 20,000-bushel grain elevator in connection with its plant.

M. Barnes Austin and W. J. Collins have formed a partnership to engage in the grain and hay business at Leadville, Colo.

L. W. Carson, owner of the Apex Roller Mill at Garfield, Wash., is building a 40,000-bushel grain elevator just east of the mill.

B. G. Hines and Mike Kauffman are building a grain elevator at Govan, Wash., and will engage in the grain business at that point.

F. M. Martin has leased the Northern Pacific Company's large warehouse at Cheney, Wash., and will engage in the grain and hay business.

Sam Sweeney is tearing down his grain warehouse at Spalding, Wash., and will erect a new one at the junction of the Lapwai and Sweetwater creeks.

The Mutual Warehouse Company of Portland, Ore., has filed articles of incorporation, with a capital stock of \$50,000, to deal in grain and shipping. The incorporators are: William S. Gibson, Walter F. Burrell and Fred H. Page.

The Spokane Grain & Milling Company of Latah, Wash., has filed articles of incorporation with a capital stock of \$30,000, to deal in grain and manufacture and sell flour. The incorporators are: James G. White, B. F. O'Neil and D. T. Ham.

E. P. Atchison, until recently in the grain business at Garfield, Wash., has purchased John Long's interest in the Kendrick Grain Company's grain chute and warehouse at Kendrick, Idaho. The company does a large business at that point.

The Farmers' Warehouse Company of Oakesdale, Wash., at a recent meeting declared a 12½ per cent dividend and also decided to build an additional warehouse equal in capacity to the present one and put in a cleaning machine and roller mill.

H. E. Palmerton of Pullman, Wash., and Edward Harvey of Rosalia have formed a partnership under the firm name of Palmerton & Harvey, with headquarters at Pullman, and have leased elevators at various points in the Palouse country and will handle grain on an extensive scale.

The new Great Northern elevators at Smith's Cove, Seattle, Wash., have been leased by J. Q. Adams & Co. of Minneapolis, Minn. The company has heretofore shipped through the West Seattle elevator. The elevators have a capacity of 750,000 bushels and are conveniently situated on the docks of the Great Northern road.

MISSOURI, KANSAS AND NEBRASKA.

The White Elevator at Friend, Neb., is being remodeled.

Will Arnold has completed a nice new elevator at Pawnee, Kan.

The Pendleton Elevator Co., Oskaloosa, Kan., has put in a new scale.

T. W. Smith has purchased the K. C. & O. Elevator at York, Neb.

The Corbin Milling Co., Liberty, Mo., is building a 15,000-bushel elevator.

An elevator will probably be built at Brunswick, Neb., in the near future.

J. W. Birge is now proprietor of the Hargis Elevator at Blairstown, Mo.

A 15,000-bushel elevator has been completed at Hutchinson, Kan., in connection with the Bontz Mill.

J. B. M. Kehler, H. H. Wernse and H. A. Haeussler are members of the bondholders' protective committee which is endeavoring to formulate a plan for

the settlement of the financial difficulties of the Consolidated Elevator Co. of St. Louis.

L. H. Archias has opened a wholesale and retail seed store at Sedalia, Mo.

Henn & Co. contemplate the erection of an elevator at Petersburg, Neb.

Charles Bordner has bought an interest in the elevator at Circleville, Kan.

Geo. Coryell has purchased Del. Gordon's grain business at Glen Rock, Neb.

Joe D. Yeargain will build a 30,000-bushel elevator at Southwest City, Mo.

The Omaha Elevator Co. has purchased the Loran Clark Elevator at Albion, Neb.

J. A. Gilbert has purchased land at Waco, Neb., on which to build an elevator.

The Nye-Schneider Co. expects to enlarge its elevator at O'Neill, Neb., this fall.

A 40,000-bushel elevator is to be built at St. Paul, Neb., by the Omaha Elevator Co.

J. C. Collingwood has retired from the grain business at Pretty Prairie, Kan.

The American Grain Co.'s 20,000-bushel elevator at Hartington, Neb., is nearly completed.

A stone engine room is being built in connection with the Chatten Elevator at Claflin, Kan.

P. D. Smith of St. Edward, Neb., has let the contract for a 10,000-bushel elevator at Boone.

The Farmers' Elevator Co. have made quite extensive repairs to their elevator at Funk, Neb.

Jos. W. Staton has bought the Ritchey Elevator at Wabash, Neb. M. V. Wood will have charge of it.

Armour & Co. last month shelled out 100,000 bushels of corn which they had cribbed at Sutton, Neb.

The Rock Grain Co., Great Bend, Kan., has refitted the old elevator which it recently purchased.

L. F. Demers has about completed his elevator at Emerson, Neb., and is building one at Waterbury.

J. H. Claussen, the enterprising elevator man of Wilson, Kan., has put in a gasoline engine to run his elevator.

G. C. Smith has sold his elevator at Monroe, Neb., to the Omaha Elevator Co., who will make improvements.

The Holmquist Grain & Lumber Co. will at once commence work on a 40,000-bushel elevator at Tekamah, Neb.

The Sackett Elevator plant at Albion, Neb., has been purchased by the Westbrook Grain Co. of South Omaha.

T. Lincoln & Son of Beatrice, Neb., have sold their elevator but will continue to crib corn and also buy oats.

The Tekamah Elevator Co. has purchased the Williams Elevator at Tekamah, Neb. J. S. Crue will manage it.

The Rodgers Elevator Co. have moved their office and scales to a point more convenient to their elevator at Loomis, Neb.

The Brunswick Elevator at Carleton, Neb., is being enlarged preparatory to handling the large corn crop that is in prospect.

The Omaha Elevator Co. will build a 10,000-bushel elevator at Woodville, a flag station six miles south of St. Edward, Neb.

It is reported that the H. J. Light Grain Co. of Salina, Kan., contemplate building a good-sized house on the Santa Fe at Abilene.

The T. W. Smith Grain Co. has been organized at McCool, Neb. They have purchased or leased about ten elevators on the Kansas City & Omaha Railroad.

The Missouri & Kansas Grain Co. of Kansas City has opened a grain warehouse at Neosho, Mo., in charge of A. L. Brannock. They may build an elevator later on.

The Central Granaries Co. of Lincoln, Neb., closed its house for a few days recently to make needed repairs. The past season's run had been a heavy one with this house.

The Central Granaries Co. of Lincoln have refitted their elevator at Wymore, Neb., and made it a cleaning station for a large number of their houses in Southern Nebraska.

A considerable number of farmers of Inland, Neb., have decided to become stockholders in the Hastings Grain Association, provided a branch is opened and a buyer stationed there.

Hall & Robinson of Kansas City have recently had houses of 10,000 bushels each completed at the following Kansas points: Haven, Andale, Belle Plaine and Iuka. These houses were built by M.

J. Travis, the contractor of Atchison, Kan., and each one is equipped with a gasoline engine.

The Dickey Mfg. Co. has recently placed two of its cleaners at Kansas City, while another one goes in the elevator at Oak Valley, Kan.

The Trans-Mississippi Grain Co. last month reopened its elevator at Inland, Neb., with a new equipment of machinery and a gasoline engine.

A 12-horse power gasoline engine has been placed in the elevator at Sutton, Neb. Over half a ton of iron rods are being used to strengthen this house.

M. J. Travis of Atchison, Kan., is building for John Tighe of Manley, Neb., a 15,000-bushel elevator. The equipment includes a No. 2 Victor Corn Sheller and a No. 2 Cornwall Corn Cleaner.

Dickey Overblast Cleaners have been placed in elevators at the following places in Nebraska: Havelock, Cowles, Burr, Smartville, Omaha and South Omaha. H. Blumer of Chalco has also purchased a Dickey Overblast for his elevator.

M. T. Williams & Co. are having a 10,000-bushel elevator built at Caldwell, Kan., by M. J. Travis of Atchison. It will be equipped with a 20-horse power gasoline engine, oat clipper, No. 175 Double Eureka Receiving Separator, hopper scale and a roller mill for feed and meal.

CANADIAN.

T. Bullock & Son will enlarge their elevator at Melita, Man.

A 50,000-bushel elevator is being erected at Stonewall, Man., by William Bruce.

An elevator will be built at Summerberry, N. W. T., by the Grenfell Milling Co.

The Darlingford Elevator Co., Darlingford, Man., will incorporate with a capital stock of \$5,000.

Duncombe & Bros. of Waterford, Ont., intend to rebuild their recently burned elevator, which was insured.

The Dominion Elevator Co.'s elevator at Melbourne, Man., containing 2,000 bushels of wheat, was burned recently.

Dauphin, Manitoba, is having a building boom this year. An elevator for the Dauphin Milling Co. is one of the new buildings.

The large grain carrier for the Montreal Warehousing Co. at Windmill Point wharf, has been completed and barges can now be loaded with great facility.

The Farmers' Association at Cartwright, Man., has secured the new elevator erected there by the Northern Elevator Company. A. C. Clark is president and A. W. Bagnall, secretary-treasurer.

EASTERN.

E. M. Bixby of Poultney, Vt., has built a grain and feed storehouse.

R. M. Bullard has purchased J. M. Andrews' grain store at Putnam, Conn.

The new elevator at Dresden, N. Y., is about ready to be put in operation.

The grain warehouse at Trindle Springs, Pa., has put in a Dickey Overblast Cleaner.

Work is in progress on Fleschmann & Co.'s 200,000-bushel elevator at Peekskill, N. Y.

J. F. Ray's new grain and coal elevator at Franklin, Mass., was put in operation last month.

The Hemion Coal & Grain Co. of Passaic, N. J., has been incorporated with a capital stock of \$100,000.

The South Waterboro Grain Co. has purchased Fred Sherburne's branch grain business at Springvale, Me.

The S. D. Crosby Co. of New York City has been incorporated with a capital of \$15,000, to deal in seeds, grain, etc.

The H. C. Puffer Co., Springfield, Mass., has incorporated with a capital of \$20,000, to deal in flour, grain, hay, etc.

R. D. Filkins & Son have engaged in the grain and coal business at Dalton, Mass. They have put in a large Fairbanks Scale.

Rossa & Nellis recently purchased J. Y. Van Antwerp's grain and feed business at Fonda, N. Y. They will handle lumber also.

Miller Bros. & Co. of Bergen, N. Y., will build a 3-story addition to their elevator, 30x45 feet. It will be used very largely for beans.

The recently organized Farmers' Elevator Co. of Baltimore has leased the elevator at Frederick, Md., formerly operated by Tate, Muller & Co.

Charles L. Rickerson of New York City recently secured a contract to furnish the government, for

shipment to Cuba, 1,020,000 pounds of No. 2 clipped white oats, at \$1.117 per 100 pounds.

The James Fall Elevator Co. of Fairland, W. Va., has been incorporated with a capital of \$25,000 to dealer in grain, coal and agricultural products.

H. W. Allen is building a new grain elevator at Brockport, N. Y., and has ordered the complete machinery outfit of the Weller Manufacturing Co.

Walter H. Dresser of the grain and milling firm of Hall & Dresser at Bridgton, Me., has sold his interest to G. R. Hamblen, and the firm is now Hall & Hamblen.

On September 1 the long established grain, flour and feed firm of Moseley & Co. at Concord, N. H., will be succeeded by Cressy & Co. Frank Cressy will be the manager.

The grain and hay business of the late C. D. Holbrook at Springfield, Mass., is being continued by the C. D. Holbrook Co., of which his son, A. W. Holbrook, is manager.

Isidore Green is building an 80x100-foot grain elevator at Philadelphia, Pa. It will be located at the intersection of the West Jersey & Seashore and the Atlantic City railroads.

The Miner-Hillard Milling Co. of Miner's Mills, Pa., are building a large corn mill and increasing their elevator capacity by erecting 4 steel storage tanks to hold 40,000 bushels.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

According to the Georgia Crop Bulletin issued August 1, late corn has improved wonderfully, and is growing rapidly owing to recent rains.

The Indiana Weekly Crop Bulletin, August 9, says: Wheat thrashing is nearly completed, and oat thrashing continues. The yield and quality are good.

The Minnesota Weekly Crop Bulletin, August 7, says: Wheat and oats harvest are general in all parts of the state south of the Red River Valley except in a small area. Barley is a good crop and most of it is in stack.

Corn in Nebraska was maturing rapidly the first part of August, and the crop is estimated at about 300,000,000 bushels. The yield of wheat is not so flattering and is estimated all the way from 22,000,000 to 25,000,000 bushels, much less than last year.

Crops in Washington suffered more or less from hot weather during July, and it is estimated that wheat will be a light crop this year. North of Davenport the crop is reported to be fairly good, but south of there the heat did a great deal of damage.

In the Red River Valley and northern portion of the state of North Dakota all crops were said to be in a very good condition, the first of August, while the reverse was true in the southern portion. Wheat was headed out in all parts of the state. Corn promised to be a good crop.

According to the Wisconsin Weekly Crop Bulletin, published August 1, corn made rapid progress during the last part of August, and gives promise of an average crop. Oats and barley were nearly all in shock. Oats were generally a heavy crop. Barley was good, the heads well filled and berry plump. Haying was about completed.

The grain crops of Quebec, Canada, are looking splendid. Oats are reported as never looking better than at the present time, and the expectations are for an average yield of 50 to 60 bushels to the acre, although some fields will have 70 to 80 bushels. The barley and hay crop also promise well. In Ontario, crops also indicate an enormous yield.

The Illinois Weekly Crop Bulletin, August 7, says: Corn was needing rain badly in some central counties and will scarcely recover its ground, but over the state generally it is in splendid condition, tasseling, shooting in roasting ears or denting according to its planting. Thrashing continues both in wheat and oats, although slightly delayed by showers. Oats continue to turn out splendidly. Broom corn cutting in earliest fields has begun with fair yield.

Snow, in crop summary for August 1, estimates the winter wheat yield at 280,000,000 to 290,000,000 bushels, thrashing tests having shown one-half bushel per acre more than anticipated. He estimates the condition of North Dakota and Minnesota at less than 90, the condition of South Dakota at less than 80 and the condition of the whole spring area at 85, or 10 points less than last year. The spring wheat prospects, however, he estimates at 275,000,000 bushels, which makes his estimate on the whole 560,000,000 bushels.

MISSOURI CROP REPORT, August 2.—Corn condition is estimated at 81, against 84 for last month and 80 for last season. The northeast section reports the lowest condition, 75, and the northwest the highest, 92. The estimated yield of oats per acre is placed at 27 bushels, as against 18 for last season. The acreage was 83 per cent of 1898, or 767,000 acres, with a total yield of 20,700,000 bushels, as against 16,621,000 for 1898 and 26,000,000 bushels for 1897. Harvesting was generally done under favorable conditions, but very slight damage being suffered in shock, and the quality of the grain is good. The flax acreage for 1898 was 74,500, but was decreased this season 15 per cent, leaving 63,500 acres. The yield per acre is placed at 9 bushels, as against 7 for last season, making a total yield for 1899 of 571,500 bushels, as against 521,500 bushels for 1898. Timothy meadow acreage is estimated at 2,340,000 acres, and the yield at 1.5 tons, or a total yield of 3,540,000, as against 3,776,000 for last year.

IOWA CROP REPORT, August 1.—The area of winter wheat sown in the fall of 1898 amounted to 154,177 acres. The larger part of the crop was lost by winter killing, and according to careful estimates of crop correspondents, the total number of acres left for the harvest was only 37,427 acres. Spring Wheat—Acreage sown this year, 1,539,891 acres, a decrease of 87,735 acres compared with last year. Oats—Number of acres sown this year, 4,069,557; last year's acreage, 4,076,669; decrease, 7,112 acres. Barley—Number of acres harvested this season, 557,598; last year, 575,815 acres; decrease, 18,217 acres. Rye—Acreage this year, 126,236 acres. Flax—Area sown this year, 142,175 acres; area last year, 180,882 acres. Tame Hay—Present acreage of timothy and clover meadows, 2,544,343 acres; last year the aggregate was 235,286 greater. Prairie Hay—Acreage of wild hay reported by assessors last year was 1,198,332 acres. Pastures—Acreage reported by assessors, 7,460,922 acres. Condition of crops: Corn, 90 per cent; millet, 94; flax, 95; buckwheat, 90; broom corn, 88.

KANSAS CROP REPORT, August 4.—According to the report of the Kansas Department of Agriculture, issued August 4, the area sown to winter wheat was 4,796,129 acres. In June the growers said 39 per cent of this had been plowed up, because of winter-killing. The same men, now that the crop has been harvested, judge, from its present appearance and by the thrashing so far done, that the yield for the entire acreage sown will average slightly more than 7½ bushels per acre, or a total for the state of 37,231,754 bushels. Of this they say 16,668,142 bushels, or about 45 per cent, will rate as "good," and 14,953,547 bushels, or 40 per cent, as "medium," leaving 5,610,065 bushels, or 15 per cent, as "poor," or unmerchantable for milling. It is reported that about half of the new crop will be marketed within the next sixty days, and that the area sown this fall will likely be smaller by 7 to 10 per cent than one year ago. Of old wheat on hand in March there was 8,906,844 bushels. One year before it was but 3,094,108 bushels. To spring wheat 192,868 acres were sown, or nearly 40 per cent more than last year, with yield of 975,435 bushels, a decrease of 140,000 bushels, and also a decrease from the 1897 crop. Sherman, Cheyenne, Rawlins, Thomas, Decatur, Sheridan and Norton counties, in the order named, all in the extreme northwest, continue to be the chief spring wheat fields.

In 1898 the corn area was 7,237,601 acres; in March, 1899, assessors returned an acreage 2 per cent smaller, or 7,089,229 acres. June 1, after much of the wheat had shown hopeless injury by the severe winter and the land had been planted in other crops, the board's correspondents estimated that the total area devoted to corn was nearly 14 per cent greater than in 1898, thus making a total this year of 8,234,560 acres. In both 1895 and 1897 the acreage was slightly larger, but the average yield was below 25 bushels per acre. Although at best the season at first was somewhat backward, corn has latter made a prodigious growth, and even in the large territory where corn is ordinarily by no means regarded as a reliable crop, there is promise of extraordinary yield. The condition for the entire state, including the least promising, is by the most conservative calculation 99.63, and the least liberality in figuring could have readily put it above the 100 mark. The quantity of old corn found on hand in March was 37,697,840 bushels; in March, 1898, it was 62,595,377 bushels, and in 1897, 87,720,917 bushels.

Rye acreage is 151,542; yield, 1,600,533 bushels; yield per acre, 10.56 bushels. Rooks County leads with 150,444 bushels, followed by Reno, Marion, Osborne and Barton, as named. Oats acreage is 944,434; yield, 27,338,425 bushels, or the largest since 1895. Yield per acre 28.95 bushels. The total acreage is 110,466 acres, or 10.47 per cent less than last year, while the increase in yield is 5,635,888 bushels, or 25.97 per cent. The quality ranges from "medium" to "good," the latter predominating in counties having the larger yields. Very little poor oats is reported. The area sown to barley was 257,331 acres; an increase from last year of 134,619 acres,

or 109.7 per cent; the yield is 2,542,220 bushels, or 770,706 bushels more than last year. Average yield per acre 13.76 bushels. The acreage of flax is 179,711; yield, 1,291,073 bushels; yield per acre, 7.18 bushels. The area sown is 40,466 acres, or 18.37 per cent less than last year, and the falling off in product is 307,466 bushels, or 19.23 per cent. The condition of other crops is as follows: Broom corn, 92; clover, 94; timothy, 94; alfalfa, 93; pastures, 100; millet, 95; sorghum and Kaffir corn, 98.

MICHIGAN CROP REPORT, August 10.—The 1899 crop of wheat will easily prove to be the poorest for many years. In most of the counties the yield is no better than was anticipated some time ago. Not only that, but where much thrashing has been done the quality is also found to be poor. The estimated average yield per acre is: In the southern counties 7 bushels, in the central counties 7 bushels, in the northern counties 10 bushels and for the state 8 bushels. The total acreage this spring was 1,900,000 acres. With the state average at 8 bushels per acre it would still indicate a crop of 15,000,000 bushels. When other factors are taken into consideration, a crop of only 13,000,000 is indicated. The total number of bushels of wheat reported marketed by farmers in July at the flouring mills is 289,082, and at the elevators 306,843, or a total of 595,925 bushels. The total number of bushels marketed in the 12 months, August-July, is 16,453,076, or 711,849 bushels less than reported marketed in the same months last year. The conditions earlier in the season were not particularly favorable to corn. The prospect at present is that the crop will not be injured this year by a drouth which has been so common late years. The condition of corn as compared with an average is, in the southern counties 95, in the central counties 81, in the northern counties 86 and for the state 91. The conditions have been favorable for oats and a good crop has been harvested. In a few instances the crop has been injured by wet weather causing it to rust badly; there are also some complaints of smut in oats. The estimated average yield per acre in bushels is 35 in the southern counties, 36 in the central counties, 34 in the northern counties and 35 for the state. The crop of hay in 1898, as shown by the reports sent in by the supervisors for the Farm Statistics, is 1,855,364 tons. The average yield per acre in the southern counties is 1.13 tons, in the central counties 1.23 tons, in the northern counties 1.04 tons, and for the state 1.14 tons.

GOVERNMENT CROP REPORT, August 10.—The August report of the Statistician of the Department of Agriculture shows the following averages of condition on August 1: Corn, 89.9; spring wheat, 83.6; oats, 90.8; barley, 93.6; spring rye, 89; buckwheat, 93.2; potatoes, 93; timothy hay, 86.7. The average condition of corn improved 3.4 points during July, and on August 1 it was 2.9 points higher than at the corresponding date last year. The averages in the principal states are as follows: Ohio, 90; Indiana, 94; Illinois, 91; Iowa, 82; Missouri, 88; Kansas, 106; and Nebraska, 99. The average condition of spring wheat declined 8.1 points during July, and on August 1 it was 12.9 points lower than at the corresponding date last year. The condition in the principal states is as follows: Minnesota, 90; Iowa, 89; Nebraska, 66; South Dakota, 84; North Dakota, 86; Washington, 85; and Oregon, 81. The average condition of oats improved 8 point during July, and on August 1 it was 6.6 points higher than at the corresponding date last year. The averages in the principal states are as follows: New York, 90; Pennsylvania, 98; Ohio and Missouri, 93; Michigan, 100; Indiana and Wisconsin, 96; Illinois, 102; Minnesota, 95; Iowa, 94; Kansas, 85; and Nebraska, 92. The proportion of the oat crop of last year still in the hands of farmers is estimated at 6.9 per cent, as compared with 6.4 per cent of the crop of 1897 in farmers' hands one year ago, and 10.1 per cent of the crop of 1896 in farmers' hands two years ago. The average condition of barley improved 1.6 points during July, and on August 1 was 14.3 points higher than at the corresponding date last year. The condition in the principal states is as follows: New York and Minnesota, 90; Wisconsin, 96; Iowa and North Dakota, 94; South Dakota, 89; and California, 97. The average condition of spring rye declined .7 point during July, and on August 1 was 4.7 points lower than at the corresponding date last year. In Wisconsin, which state produces more than one-half of the entire spring rye crop, the condition on August 1 was 93. Preliminary returns indicate an increase of seven-tenths of one per cent in the acreage in buckwheat, as compared with last year. There is an apparent increase of 5 per cent in New York, and of 2 per cent in Pennsylvania. The average condition of buckwheat is six points higher than at the corresponding date last year. 1.7 points lower than on August 1, 1897, and 2.2 points above the mean of the August averages for the last ten years. Preliminary returns indicate a reduction of 3.4 per cent in the hay acreage. Of the states mowing one million acres or upward last year, only Missouri, Kansas, Nebraska, South Dakota, and California show an increased acreage.

The condition of timothy hay is 12.6 points below that of last year.

OHIO CROP REPORT, August 1.—The following report, showing percentage estimates of the condition or prospect of the crops named, is based on returns received from the regular township crop correspondents of the department. Nearly every township in the state was represented in the returns and the averages by counties and for the state have been carefully computed. Comparison is made with a full average: Wheat, condition compared with an average, 75 per cent; oats, condition compared with an average, 89 per cent; clover, area sown in 1898 cut for hay, 68 per cent; hay product per acre, 1.41 tons; quality compared with an average, 90 per cent; timothy, condition compared with an average, 80 per cent. Crops generally are ahead of the season. The wheat harvest was unusually early and the weather favorable to cutting, but after harvest heavy rains occurred in sections of the state which did a little damage to the wheat standing out in shock. There seems no material difference in wheat condition or prospective product from that indicated last month. Thrashing is in progress and sufficient will be completed in a few weeks to determine with approximate correctness the actual product of this year's crop. There are some reports now that the wheat is not thrashing out as well as was expected, while others say better than was expected, but it is now estimated that the crop will run close to 75 per cent of a full average or about three-fourths of a fair one. Oats, while somewhat unpromising early in the season, continued to improve up to the harvest, resulting in a much better crop than was anticipated, and of a fairly good quality. Corn was backward and uneven for some time, much of it having been very late in planting. Present indications are very promising and continued growing and maturing weather will result in an average fair product for the state. Considerable damage was done by the white grub worm, which also worked seriously on other crops. Timothy was not generally a good crop. Many fields were taken by worms, and the crop overrun with white top. Quality is not up to an average. Clover in many localities was badly killed last winter. Throughout the state it was more or less thus affected. There is general complaint of grub worm and also that the clover seed crop is light.

PERSONAL

Wm. Footh has taken charge of the Swenson Elevator at Canby, Minn.

P. C. Peterson is the new agent at the Johns Elevator, Barlow, N. D.

Theodore Hanson, late of Canby, is now buying grain at Lamberton, Minn.

W. B. Clark is manager of the new Hall & Robinson Elevator at Iuka, Kan.

Ed Quinn is agent at Geneva, Ky., for the Waller Grain Co. of Henderson.

John Ritter is now installed as manager of the Farmers' Elevator at Brock, Neb.

John Maurice has taken a position in John Wilson's elevator at Graettinger, Iowa.

R. H. Haven is now grain buyer at Godwin, Tenn., for the Columbia Mill & Elevator Co.

D. W. Reed has succeeded W. R. Wing as manager of the Omaha Elevator at Cozad, Neb.

Geo. W. Hunt is to become floor manager on the Chicago Board of Trade for Finley, Barrel & Co.

John Whiting has secured the position of manager of the Northern Pacific Elevator at Clitherall, Minn.

J. C. Shipson now has charge of the grain warehouse at Spicer, Ore., operated by Johnson & Phillips of Seio.

M. E. Billings has been re-elected as manager by the directors of the Pine Island Elevator Co., Pine Island, Minn.

Percy Bancroft has been engaged by the St. Anthony & Dakota Elevator Co. to run its house at Eldred, Minn.

John White of Osceola, Iowa, has accepted a position as cashier with the O. T. Hulbert Grain Co. at that place.

Geo. W. Ford has opened an office at Pullman, Wash., where he will again buy grain for C. W. Tracey of Portland.

John Pfefferle, city salesman for the Singer Mfg. Co., Winona, has been appointed assistant weighmaster of the State Warehouse and Grain Commission.

W. R. McQuillan of Cincinnati, Ohio, informs us that on August 5 he severed his connection with the Union Grain & Hay Co. and has taken full charge of the grain department, both receiving and

shipping, of Messrs. H. Helle & Sons of that city. This firm has been in business there for 44 years.

C. E. Jurz, grain merchant at Frankfort, Ill., has been spending a couple of weeks at the health resort of Mt. Clemens, Mich.

B. F. Traxler has formed a connection with Rheinstrom & Co. and is representing the company in Illinois and the Southwest.

W. B. Sheffield of Fosston, Minn., has been appointed as a traveling representative by the St. Anthony & Dakota Elevator Co.

R. S. Lyon, president of the Chicago Board of Trade, returned July 24, after spending a few weeks on a pleasure trip, at Portland, Me.

W. J. McBroom, a regular grain dealer of Geneseo, Ill., recently returned from an eight weeks' trip to the Pacific Coast and the Northwest.

Geo. McWhorter has located at Chillicothe, Ill., where he will manage the Star Elevator, recently purchased by the Turner-Hudnut Co. of Pekin.

Will R. Smith, being unable to secure a site for an elevator at Riverside, will buy grain again this year for the Peavey Elevator at Mitchell, S. D.

G. C. Bunday, who has been agent for the Atlas Elevator Co. at Huron, S. D., has accepted a similar position with the Van Dusen Company at that place.

F. M. Smith, who for the past year has been buyer at Milbank, S. D., for the St. Anthony & Dakota Elevator Co., has been transferred to Mayville, N. D.

W. F. Parker has resigned his position as manager of the Winona Elevator Co.'s house at Tracy, Minn., and will give his attention to the machinery business.

H. H. Prentiss, manager of the Potter Grain Store in Orange, Mass., has exchanged positions with Orrin Sawyer, manager of the same company's store at Athol, Mass.

William Baldwin of Minneapolis, formerly president of the State Democratic League, has recently been appointed to the position of weigher in the grain department.

W. P. Remer of St. Cloud, Minn., has been appointed to a clerkship in the office of the chief deputy grain inspector at Minneapolis, at a salary of \$1,200 per year.

J. H. Ware, of the commission firm of Ware & Leland, Chicago, sailed for Europe on the St. Louis on August 8, with the view of increasing the firm's foreign connections.

Carl Walsoe of Copenhagen, Denmark, is visiting Eastern and Southern export points in this country. He is a large grain buyer, and predicts heavy shipments this fall and winter.

F. F. Tibbetts, agent for the Northern Grain Co. at Cameron Junction, was held up by two robbers about 4 miles east of Barron, Wis., and robbed of \$615, on the evening of July 20.

W. W. Granger, of the Union Grain & Hay Co. of Cincinnati, returned recently from a trip to the Northwest, where he went to buy a large quantity of rye for Cincinnati and Eastern parties.

J. K. Spike, for three years manager of the Chicago-O'Neil Elevator at Primghar, Iowa, opened the Western Grain Co.'s elevator at Oto, Iowa, on August 1, and will have charge of the same.

I. A. Rothschild, agent for the Rothschild Grain Co. and other business interests at Lorah, Iowa, has resigned his position and gone to Davenport. He expects to engage in the grain business elsewhere.

Walter Ratliff of Richmond, Ind., has selected for the government exhibit at the Paris Exposition a bushel of wheat raised near there by Shirley Brothers. It is from this year's crop and is said to be a particularly fine sample.

T. K. Webster, president of the Webster Mfg. Co., Chicago, left Chicago on July 16 for the East, on a business and pleasure trip. He visited his old home in Ithaca, N. Y., and while there made arrangements for his son, T. K. Webster Jr., to attend Cornell University, which is located at that place.

J. B. Cover, the grain and hay merchant of Lowell, Mass., who was beaten into insensibility last February by some ruffians for the purpose of robbery, has recovered sufficiently to resume charge of his business. He also had the pleasure recently of seeing these fellows take their departure for the state prison to begin serving life terms, to which they were sentenced.

A party composed in part of P. B. Smith, manager of the St. Anthony & Dakota Elevator Company; James S. Bell, manager of the Washburn-Crosby Company; W. H. Dunwoody, S. D. Cargill, of the Cargill Elevator Company, and Mr. Miller, of the Great Northern road, left Minneapolis on August 8, by special train, for a trip of several

days along the Great Northern Railroad, to inspect the crops.

E. A. Washburn, who has had charge of the Omaha Elevator Co.'s house at Shelton, Neb., has gone to Osceola, where the company made him foreman of a force of carpenters. He was succeeded at Shelton by John Wyss.

Chas. Counselman, the well-known grain man of Chicago, accompanied by his family and a party of friends, including Albert Vanderbilt and party from New York, recently explored the great glaciers in the Selkirk Mountains in British Columbia.

Wallace Armstrong, traveling representative of W. R. Mumford & Co. of Chicago, returned the first part of July from a month's business trip to the Pacific Coast. He visited San Francisco, Seattle, Tacoma, Salt Lake, Denver and Colorado Springs.

W. H. Hutchins of Sheldon, Ill., is traveling temporarily over the Indiana and Illinois territory in the interests of the Calumet Grain & Elevator Co. of Chicago, and incidentally is looking out for a well-equipped elevator at some country point, at which to locate.

On August 1 H. M. Wilson assumed charge of the Western Grain Co.'s line of elevators, thirty-six in number, along the Illinois Central Railroad in Iowa. This line of houses has been recently acquired by the company, they having formerly been the O'Neil line. Mr. Wilson was for several years on the road with Gerstenberg & Kroeschell of Chicago, and is a past master in the art of grain buying. He will undoubtedly prove a splendid man in this new position. The houses have been undergoing some preparations for the change and were opened for business about the first of the month. Mr. Wilson will have his headquarters at Cherokee and from that point will direct the affairs of the company. He is well equipped for this line of work, and his advancement is well merited.

COMMISSION

The Louisville Grain & Stock Exchange, Louisville, Ky., has gone out of business, claiming that it was losing money.

The H. Poehler Co. of Minneapolis will open a grain commission house in Duluth, Minn. The office will be located in the Board of Trade Building and managed by R. D. Haig.

The Bartlett Commission Co. has purchased the business and good-will of the Ferguson Grain Co. at St. Louis. Vice-President Orris of the retiring company is to be connected with the Bartlett Company.

The John Miller Co., a grain commission firm of Duluth, Minn., are urging upon their customers and shippers generally to clean their wheat better before shipping instead of paying freight on dirt and foul seeds.

On account of the recent death of Mr. Bassett, the grain commission firm of Commons, Bassett & Co. of Minneapolis will hereafter be known as Commons & Co. William Commons and his sons, Frank and Howard, compose the firm.

The Central Grain & Stock Exchange of San Francisco, Cal., has been incorporated to do a general grain and provision business. Capital, \$25,000. Among the incorporators are H. A. Moss, J. R. Coryell, J. A. Walls and J. James.

Ware & Leland, commission merchants of Chicago, have enlarged their offices in the Rialto Building, and increased the office force to take care of their constantly growing business. They report a good business in all departments.

Murphy & Co., New York City, have incorporated to do a commission brokerage business in grain, cotton and farm products. The capital is \$100,000. The directors are: Jos. F. Gatus and Wm. D. Klausman of New York, and Sidney H. Phelan of Atlanta, Ga.

Howard, Crosby & Co., 24 Congress street, Boston, Mass., have incorporated under the laws of Maine with a capital stock of \$100,000 for the purpose of dealing in grain stocks and bonds and carrying on a general commission and brokerage business. The directors are Chas. F. Crosby and Abram Cunningham, Brookline, Mass., and William Giliand of Minneapolis, Minn.

The W. R. Mumford Co. has been incorporated to succeed W. R. Mumford & Co., commission merchants of Chicago. The capital stock is \$75,000, with \$25,000 reserve. The officers of the company are: W. R. Mumford, president; J. C. Mitchell, vice-president; W. O. Mumford, secretary-treasurer, and Clarence H. Thayer, general manager. H. Wallace Armstrong, together with the officers, constitute the board of directors.

Fires - Casualties

Wm. Vetzman's hay and feed store at New Orleans, La., was burned out recently.

Bondies & Crawford, grain dealers at Forney, Texas, suffered a loss by fire recently.

Amos Yeager's grain establishment at Louisville, Ky., was damaged by fire last month.

Candrey & Shivel's grain elevator was destroyed in a fire at Sherman, Texas, last month.

R. B. Floyd's elevator at Alexandria, Tenn., was partially unroofed by a windstorm recently.

McKenzie & Co.'s elevator at Brandon, Man., was recently damaged by fire to the extent of \$500.

The Rumley Elevator at Loda, Ill., was struck by lightning last month, doing only slight damage.

G. Swanson's hay and grain store at Winnipeg, Man., was burned last month. Loss, \$1,000; insurance, \$560.

Turner Bros' elevator at Cumberland, Iowa, was burned on August 7. Loss, about \$4,500; insurance, \$3,000.

Liggett's elevator at Hennessey, Okla., gave way recently and let several hundred bushels of wheat out onto the track.

M. Callahan, a grain and hay dealer at Holyoke, Mass., suffered a loss by fire and water of about \$7,000. Insurance, \$2,500.

Lyons & Esson's grain elevator at Brook, Ind., was burned recently, causing a loss reported at \$15,000; insurance, \$9,000.

The grain and hay establishment of W. S. Fifield & Co. at Providence, R. I., was burned out last month, causing a considerable loss.

The elevator at Maynard, Minn., owned by the Northwestern Elevator Co., was destroyed by fire at 1 o'clock on the morning of July 17.

The Marshall Milling Co.'s 25,000 bushel elevator and about 1,000 bushels of wheat, at Taunton, Minn., were destroyed by fire on July 11.

On July 20 an incipient blaze in C. H. Felker & Co.'s grain warehouse at Avon, Mass., was put out before the arrival of the fire department.

Kyle & Robertson's elevator at Orchard, Iowa, burned at 10:45 p. m. on July 18. It was insured for \$1,000, which practically covers the loss.

On July 18 several hundred acres of standing barley, on Roberts' Island, near Stockton, Cal., were destroyed by fire, causing a loss of over \$30,000.

The Modarch Elevator Co.'s plant at Cyrus, Minn., burned July 23. The fire is supposed to have started from a hot box. Considerable grain was destroyed.

The largest storage warehouse of the Boddy & Noakes linseed oil mill at Winnipeg, Man., was burned August 6. Loss, \$20,000; insurance, \$12,000.

Timothy Crimmins, an employe in C. D. Holbrook's grain store at Palmer, Mass., was struck on the head by a falling elevator and severely injured.

The Great Western Elevator Co.'s house at Englevale, Ransom Co., N. D., was struck by lightning on July 18 and completely destroyed. Loss about \$20,000.

Lightning struck the St. Anthony & Dakota Elevator at Willow City, N. D., one day last month, and set it on fire. The fire department saved the building, however.

The grain and hay establishment of Wm. F. Holmes & Co. at Cambridge, Mass., was completely destroyed by fire on July 21. The fire originated in adjoining property.

On July 21 a fire broke out in the seven-story grain elevator connected with Dow's Stores in Brooklyn, N. Y. The building was saved after a hard fight by the firemen.

On July 30 a small fire was discovered by a patrolman in the Wells Elevator, Buffalo, N. Y. The fire department was able to extinguish the blaze before any material damage was done.

A fire at Bernardston, Mass., on July 18, destroyed a gristmill, sawmill and grain elevator belonging to Chas. S. Barber, causing a loss estimated at \$8,500, said to be covered by insurance.

Marshall Mowrer, 12 years old, leaped into a bin full of oats, from which a car was being loaded at the elevator at Servia, Ind. He was drawn down to the spout, and suffocated before help reached him.

On August 12 Henry Kobel, 38 years old, went into a grain bin in the plant of the American Malt-ling Co. at Chicago, to clear a chute that had become clogged. It is believed he opened the chute door by accident and he was buried by the grain

which poured down on him. His companions went to his rescue, but it was a slow task to empty the big bin, and when found Kobel was dead.

Meinhardt & Mattern's grain elevator at Donnellson, Iowa, containing 300 bushels of clover and timothy seed, was burned on the night of August 4. Loss, \$5,000; insurance on building, \$2,000; on stock, \$500.

Gordon & Link's elevator at Mattoon, Ill., was burned between 11 and 12 o'clock on the night of July 20. It contained a considerable quantity of grain. The total loss is said to be \$17,000, with \$10,000 insurance.

Frank Zotoiza, a Bohemian laborer employed in the Alton Elevator at Chicago, was strangled to death on July 28 by a rope becoming entangled around his neck while he was engaged with others in hoisting sacks of grain.

The elevator in connection with the Hubbard Milling Co.'s mill at Mankato, Minn., was damaged by fire on July 22, the loss on building and grain being about \$3,000, fully insured. The fire originated in or near the cupola.

R. C. Cooper's new elevator at Cooperstown, N. D., was struck by lightning on July 22 and burned to the ground. It contained 3,000 bushels of wheat and 4,000 bushels of barley. The loss is at least partially covered by insurance.

The grain elevator at Marsh, Iowa, owned by Beck & McClurkin of Morning Sun, was burned July 29. There was but little grain in store and the loss is said to be covered by insurance. Lightning is supposed to have caused the fire.

The Farmers' Elevator at Barrett, Minn., operated by D. A. McDonald & Co., was burned July 13. The building was insured for \$300 and the farmers will probably rebuild. McDonald & Co. lost 1,500 bushels of wheat on which there was no insurance.

Horace Ingersoll's grain and hay warehouse at 640 West Thirty-fourth street, New York, was damaged by fire on July 20 to the amount of about \$10,000. Herbert Ingersoll, son of the proprietor, was carried out of the place unconscious, but revived immediately.

The Peerless Mill and elevators at Mt. Vernon, Ind., were burned on July 17, causing a loss of \$100,000. The plant was owned by the Kauffman Milling Co. of St. Louis. The fire started in a tunnel connecting the two large elevators, which contained 80,000 bushels of wheat.

Peter Larson, in charge of the S. Y. Hyde Elevator at Colman, S. D., met with quite a serious accident last month. The wagon dump had refused to work and when he stepped on it it suddenly went down and caught him in such a manner as to crush him severely across the bowels.

The Jackson Grain Elevator at LaGrange, Ind., was destroyed by fire early on the morning of August 9. The house contained about 5,000 bushels of wheat. The loss is reported as follows: Jackson Estate, \$2,000; insurance, \$500. G. R. & I. Ry., \$1,000. M. X. Kent, grain, \$2,500. Jos. Preston, grain, \$900. P. N. Stroup, \$700.

The elevator at Green Spring, Ohio, leased by Sneath & Cunningham of Tiffin, was burned on July 28, causing a total loss of \$25,000, which is about all covered by insurance. The elevator contained 15,000 bushels of grain, besides the corn in an adjoining shed. The fire occurred in the morning, and is said to have been the result of spontaneous combustion.

C. S. Lawbaugh's elevator at Madrid, Iowa, burned on July 12, together with 13,000 bushels of corn and 2,000 bushels of oats. The fire started in that part of the building in which the gasoline engine was located, but just what caused the fire is not known definitely. The loss is estimated at \$5,000; insurance, \$3,000. Mr. Lawbaugh will rebuild at once.

John C. Ross & Co.'s elevator at Brookston, Ind., was burned August 3. It contained about 40,000 bushels of grain, mostly corn and oats. The origin of the fire is not known. The total loss is about \$23,000, with \$7,500 insurance on building and machinery and considerable insurance on grain. The house was full of grain owing to a scarcity of cars, and its destruction will prove a great inconvenience to the farmers of that vicinity.

Two 4-story storehouses and an elevator 95 feet high on the Atlantic Dock at Brooklyn, N. Y., were burned on July 19. They were the property of the Brooklyn Wharf & Warehouse Co., and contained about 200,000 bushels of No. 2 corn. The loss is estimated as follows: On buildings, \$100,000; on machinery, grain, \$50,000. The fire was discovered about 8 p. m. and presented a very spectacular illumination. Its origin has not been determined.

Kansas farmers are rushing old corn to market rapidly. Some of it is as much as four years old.

Late Patents

Issued on July 11, 1899.

Igniter for Gas Engines.—Chas. O. Carlson, New York, N. Y., assignor to the Maxwell Wyeth & Co., same place. Filed May 7, 1898. No. 628,448.

Gas Engine.—Charles W. Bogart, Buffalo, N. Y. Filed Jan. 5, 1899. No. 628,518. See cut.

Issued on July 18, 1899.

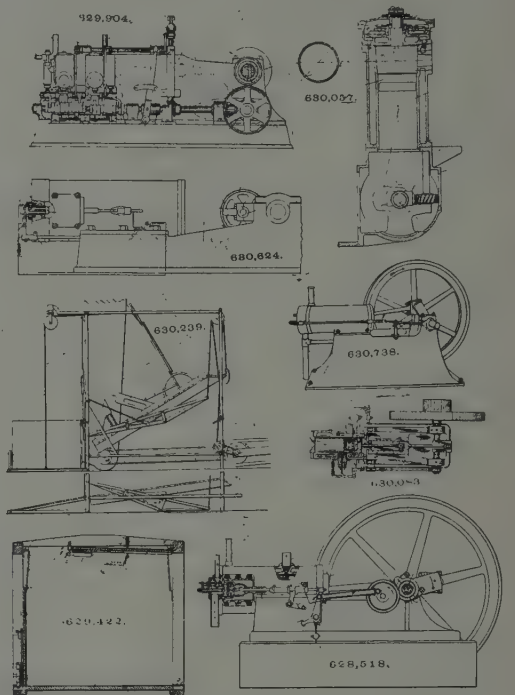
Corn Sheller.—Cunningham N. McLaughlin, Winona, Minn. Filed May 20, 1898. No. 628,955.

Weighing Machine.—Celestine Delart, Shelby, Neb. Filed Dec. 31, 1898. No. 628,926. This device is intended for weighing grain, etc.

Issued on July 25, 1899.

Cleaner for Corn or Other Cereals.—John Q. Adams, Marseilles, Ill. Filed Oct. 8, 1898. No. 629,484.

Grain Door for Cars.—Geo. C. Camehl, New Orleans, La., and John H. Foggitt, St. Louis, Mo. Filed Feb. 23, 1899. No. 629,422. See cut.



Grain Cleaner.—Geo. Wellington, Emerson, Neb. Filed May 14, 1898. No. 629,407.

Issued on Aug. 1, 1899.

Feed Roll for Wire Bale Tie Machines.—Chas. O. Sobinski, St. Louis, Mo., assignor to the Brockner-Evans Bale Tie Co., same place. Filed Dec. 7, 1898. No. 630,270.

Explosion Engine or Motor.—Frederick R. Simms, London, Eng. Filed June 13, 1899. No. 11,763. Re-issue of No. 617,660, dated Jan. 10, 1899.

Gas Engine.—Louis J. Hirt, Brookline, Mass. Filed July 20, 1897. No. 629,904. See cut.

Explosive Gas Engine.—Georg Hirt and Georg Horn, Nuremberg, Germany. Filed Oct. 24, 1898. No. 630,083. See cut.

Valve and Valve Gearing for Explosion Engines.—Chas. M. Johnson, New York, N. Y. Filed Sept. 9, 1898. No. 630,057. See cut.

Wagon Dump and Elevator.—John S. Kidd, Des Moines, Iowa. Filed June 6, 1896. No. 630,239. See cut.

Issued on Aug. 8, 1899.

Device for Tightening Endless Chains or Belts.—Edward A. Johnston, Chicago, Ill. Filed Feb. 13, 1899. No. 630,833.

Gas Engine Igniter.—Chas. H. Morse Jr., Chicago, Ill., and Frank G. Hobart, Beloit, Wis., assignor to Fairbanks, Morse & Co., Chicago, Ill. Filed Feb. 6, 1899. No. 630,624. See cut.

Gas or Vapor Engine.—Harry J. Perkins, Grand Rapids, Mich. Filed Jan. 12, 1899. No. 630,738. See cut.

Someone has figured it all out that a man walks 750 miles to plant and cultivate forty acres of corn, and the walking isn't any too good, either.

A new fungus disease has attacked the sweet corn at Alameda, Cal. It attaches itself to the stalk and apparently saps the life out of the plant. It swells into peculiar forms, is covered with a skin of greenish color and the inside is of a black powdery substance.



The Lenox Hay Bale Tie Co. has succeeded the Richmond Consolidated Hay Bale Tie Co. at Lenox, Mich.

Amos Yaeger's hay and grain store at Louisville, Ky., was considerably damaged by fire and water on July 23.

J. Boles and J. M. Neer of Westerville have located at Marion, Ohio, and expect to ship considerable hay from there this fall.

S. R. Voorhees & Co. of Cincinnati received the first car of clover consigned to that market. It came from an Indiana point and brought \$8 a ton.

The trust is said to offer dealers so little margin on bale ties that the stocks carried in many places are insufficient to supply the actual demand.

The hay crop in Osceola County, Michigan, is reported as being so large that sufficient help could not be procured to cut it all on many farms.

Receipts at Southwestern markets have been comparatively light so far this season, owing for the most part to shippers holding back for a higher market.

B. W. James, near Waycross, Ga., is reported to have harvested five tons of hay from one acre of land. Mr. James finds it more profitable to raise hay than 4-cent cotton.

The hay and grain business of the late C. D. Holbrook, in Palmer and Thorndike, Mass., will be continued by his son, Arthur W. Holbrook, who has been associated with his father during the past few years.

It is reported from Huntsville, Ala., that owing to the scarcity and high price of timothy and clover hay in that vicinity, liverymen are feeding Kansas prairie hay, which gives very good satisfaction, especially for driving horses.

According to recent consular reports, the hay crops of New South Wales consist of wheat, oats and alfalfa. In 1898, 310,000 acres of wheat were used for hay, as was also 115,000 acres of oats and 33,000 acres of alfalfa.

A Mr. Goodrich, formerly of Elmira, has opened a hay market in Binghamton, N. Y. He charges 25 cents for each load the farmers drive in there to sell, and has got the council to pass an ordinance designating it as the public hay market.

Laidlaw & Vaughn, large shippers of hay at Moran, Kan., have sold their business, including hay presses, hay barn, etc., to E. R. Boynton & Co. of Kansas City, Mo. Mr. Vaughn will manage the business at Moran for the new proprietors.

The Farm Implement News reports a much larger demand this year than last for hay-making machinery in Kansas, Nebraska and other states where wild hay abounds. The growth of the grass was good and the making of hay was stimulated by the reported scarcity of tame hay in the central and eastern states.

J. W. Fisher & Co. of Cincinnati have been awarded contracts by the quartermaster at Chicago for supplying 128,000 pounds of hay and 100,000 pounds of oats to the post at Columbus, Ohio. At Louisville, 61,500 pounds of hay, 15,000 pounds of straw and 75,000 pounds of oats. Also 100,000 pounds of oats for Fort Thomas.

The American Agriculturist, in a review of the hay crop situation, says: "The range is from almost complete failure to magnificent luxuriance, and when the view is narrowed to take in state conditions only, the range is almost as great. Not only is there great disparity in state conditions, but within the state the same irregularity exists."

The Planters' Compress Co. of Boston are adapting their cotton presses to the baling of hay, and with very satisfactory results, it is claimed. The hay is fed green and subjected to a pressure of 60 pounds to the cubic foot. Experimental bales opened after three weeks showed the contents perfectly cured with no signs of damage from moisture or mold. It apparently causes the hay to retain more of the natural juices than usual.

A De Kalb County, Missouri, paper of recent date, says: "On the Swift ranch, near Amity, within the past ten days there have been cut and stacked 600 acres of hay. The average cost of putting up the 600 acres was about 90 cents an acre, or an estimate of 62½ cents a ton. They put up 240 acres of it in three days, an average of eighty acres a day, which

is certainly equal to, if not ahead of, the best previous record for hay harvesting."

The National Grain & Hay Co. of Cincinnati, of which H. N. Christy is manager, will operate the grain and hay warehouse formerly conducted by Jos. Good & Son. The elevator has a capacity of 20,000 bushels and the hay house of 500 tons.

On July 28 Horace Ingersoll of New York was awarded a contract for furnishing the government, for use in Cuba, with 787,000 pounds of timothy hay, at 67 4-5 cents per 100 pounds. The hay will be delivered in bales weighing not less than 125 pounds.

A large portion of the hay crop of this province has been harvested in excellent condition, although some fields of timothy that were on the swarth during the heavy thunder and rain storms at the beginning of last week lost their bright pale green color, but otherwise the quality will be as good as ever for feed. On the whole, therefore, it is safe to say we have a good crop of No. 1 hay, the great bulk of it being timothy. This week owing to scarcity of old hay, due to farmers being busy in the fields, and not making deliveries as freely as usual, prices here are firm and 50 cents per ton higher, sales of car lots having transpired at \$6.50 to \$7 for choice old No. 2. New baled hay, however, is arriving by boats, and it is doubtful if the advance can be maintained. —Montreal Trade Bulletin.

THE NATIONAL HAY CONVENTION.

The Sixth National Hay Convention, held in Detroit on August 8, 9 and 10, was highly successful, fully 300 delegates being in attendance. The commercial exchanges of Cincinnati, St. Louis, Detroit, Kansas City, Toledo, Chicago, Baltimore and Philadelphia were all represented by duly appointed delegates.

The convention was called to order Tuesday morning by President Clifton of St. Louis. Mayor Maybury then delivered a hearty address of welcome, which was followed by a solid talk by William Carson, president of the Board of Trade of that city.

The three days were divided between business and pleasure in a ratio highly satisfactory to the delegates. The business sessions were devoted to reports, papers, discussions and election of officers, which resulted as follows:

For president, James W. Sale of Bluffton, Ind. John D. Carscallon, Jersey City, was elected first vice-president; Peter Keil, Pittsburg, Pa., second vice-president; F. F. Collins, Cincinnati, secretary and treasurer; and the board of directors for the ensuing year will be: George Bridge, Chicago, Ill.; George N. Reinhardt, New York; Emory Kerwin, Baltimore; George E. Warren, Lennox, Mich.; L. W. Dye, St. Louis, Mo.; J. A. Brubaker, Kansas City; E. L. Rogers, Philadelphia; H. Lee Early, Cincinnati; James R. Guild, Medaryville, Ind.; A. E. Clutter, Lima, Ohio, and H. W. Benedict, New Orleans.

The Baltimore delegation went home happy in the knowledge that they had won the contest for their city as the place of holding the next annual meeting.

Votes of thanks were extended to Proprietor Chittenden, of the Russell House, for the special entertainments given them, to the local committee, Hiram Walker & Sons, Mayor Maybury and all others who contributed in making their stay in the City of the Straits a most delightful one.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the last report of the Daily Trade Bulletin, were as follows:

During the week ending July 22, the receipts were 2,507 tons, against 2,906 tons for the previous week. Shipments for the week were 116 tons, against 127 tons for the previous week. A very firm market was experienced for old Timothy during the week. The receipts were small and an urgent demand existed. The offerings of Prairie Hay were only moderate and the demand was good, especially toward the close of the week. Sales of Choice Timothy ranged at \$11.00@13.00 new and \$12.75@14.50 old; No. 1, \$10.50 new and \$12.50@13.25 old; No. 2, \$10.00 new and \$11.75@12.00 old; not graded, \$11.00@12.50 old; Choice Prairie, \$9.00@10.00—outside for fancy; No. 1, \$8.50@9.00; No. 2, \$7.00@8.50; No. 3, \$5.50@6.50; No. 4, \$4.00@5.50; not graded, \$4.00@6.50. Rye straw sold at \$7.00@8.00.

During the week ending July 29, the receipts were 3,822 tons, against 2,507 tons for the previous week. Shipments for the week were 40 tons, against 116 tons for the previous week. The arrivals of new Timothy Hay were larger and a moderate demand existed during the week. Old Timothy Hay was scarce and the inquiry was good. Prairie Hay was in large supply with nearly all the arrivals from Kansas. The demand was good for choice, sound hay and prices ruled steady. Sales of Choice Timothy ranged at \$11.00@13.00 new and \$13.00@14.00 old; No. 1, \$10.00@11.50 new and \$13.00@13.50 old; No. 2, \$11.25@13.00 old; not graded, \$11.00@12.00 old; Choice Prairie, \$9.00@9.50; No. 1, \$8.50@

9.00; No. 2, \$8.00; not graded, \$4.50@7.50. Rye straw sold at \$7.00@8.00.

During the week ending August 5, the receipts were 3,212 tons, against 3,822 tons for the previous week. Shipments for the week were 52 tons, against 40 tons for the previous week. The market for Timothy Hay ruled firm during the week. A good demand existed, especially for old hay, and the offerings were rather small. Prairie Hay was a little larger supply and the inquiry was good for choice, sound hay. Prices ruled steady. Sales of Choice Timothy ranged at \$11.50@12.50 new and \$14.00 old; No. 1, \$11.00@11.50 new and \$12.50@13.00 old; No. 2, \$10.00@10.25 new and \$12.00 old; not graded, \$7.00@10.00; Choice Prairie, \$9.00@9.50; No. 1, \$8.50@9.00; No. 2, \$8.00; No. 3, \$5.50; No. 4, \$4.50; not graded, \$6.00@8.50. Rye straw sold at \$6.00@6.75.

OBITUARY

D. Jones, a grain buyer of Whalen, Ill., died recently.

Benj. Hagaman, dealer in groceries and grain at Norris, Ill., is dead.

Jacob Shonkweiler, a well-known grain buyer of Raub, Ind., died recently of rheumatism of the heart.

E. D. Draper, a member of the Toledo Produce Exchange for 27 years, died August 5, after a long and painful illness.

William H. McLeod, a grain dealer of Williamsburg, Iowa, while out hunting along the Iowa River recently, shot and killed himself.

G. R. White died at El Paso, Texas, and was buried at Muscatine, Iowa, where in former years he had been a grain merchant.

Charles D. Holbrook, the well-known grain and hay man of Palmer, Mass., died July 22, aged 64 years, after an illness of three months.

Frederick K. Morrill, a member of the Board of Trade and a resident of Chicago since 1871, died July 21 from acute inflammation of the bowels.

Frank K. Hurst, a prominent grain and commission merchant of Versailles, Ky., died suddenly of apoplexy on August 1. He was a bachelor and about 42 years of age.

James Blethen, a prominent grain merchant of Erie, Pa., died recently at the age of 58 years. He was a veteran of the civil war and received several wounds at the battle of Gettysburg.

James T. Inlay, an old and respected resident of Hamilton, Ohio, passed away on July 22, at the age of nearly 74 years. In 1870 he entered the grain business, in which he continued for many years.

Geo. L. Keil, of the grain and hay firm of Keil & Seavey, Sharpsburg, Pa., died August 1 of Bright's disease, after an illness of three months. He was 41 years of age, and was very prominent in the business and religious work of his home city.

Henry Breuchaud, a grain dealer at Greenville, Ill., died July 13. He was a chronic sufferer from stomach trouble, but had escaped serious illness until within 24 hours of his death, when a perforation of the stomach occurred, which caused him great suffering.

A. J. Marble died at Berkeley Springs, Va., on July 29. He was an old resident of Chicago, a member of the Board of Trade and of the firm of Rumsey Bros. & Co. In 1880 he became a member of the firm of Murry Nelson & Co., but retired in 1885 on account of ill health.

William Olson, a well-known grain man, died at Kansas City, Mo., on July 25. He had been a consumptive for many years, and too weak the past six months to do anything. He came to Kansas City in 1888 and was with the T. A. Wright Grain Company for four years. In 1892 he formed a partnership with A. L. Ernst, under the firm name of the Olson & Ernst Grain Company, which was dissolved in 1892, since which time Mr. Olson's health was such he could do little steady business, though up to six months ago he was intermittently connected with the grain trade.

A resident of Gridley, Butte County, Washington, has produced a grain sack from hemp fiber. It is said to have a closely woven appearance, with a glossy drab surface, and to be waterproof.

What is said to have been the largest cargo of grain ever sent out from Philadelphia was 250,000 bushels of oats and 110,000 bushels of corn, on the British steamer Strathgyle, July 10, for Rotterdam, dispatched by Barker & McCall.

TRANSPORTATION

A consolidation of the independent lake shipping lines is talked of at Duluth.

The new eastbound rate from Chicago gives Detroit the benefit of a 2-cent reduction of the rate on corn.

Surveys for a C., M. & St. Paul line St. Paul to Duluth have been finished and the road will be opened within a year.

Sailings of grain ships have been more or less delayed for weeks past at San Francisco owing to a scarcity of sailors.

Another car famine is expected when the present crop begins to move, nearly all the roads reporting a scarcity of cars already.

The Grand Trunk road in July reduced the grain rate to Bangor, Me., 2 cents, making it the same as to Boston and Portland, Me.

Oregon grain growers have secured a reduction of the rate from \$5 to \$4.25 per ton on wheat from La Grande and the Valley to Portland.

The contract for the construction of a line of railway between Davenport and Clinton, Iowa, has been let, to be completed by December 1.

Chicago rabbated grain doors have been ordered for the 500 box cars, Illinois Central Railroad Company. The cars are to be built at St. Louis.

Several million bushels of grain room have been chartered at Duluth, September shipment, at 3½ cents per bushel, and rates are stiff at that figure.

The Chicago & Northwestern, July 20, put into effect an 18-cent rate on wheat and flour from Des Moines, Milwaukee and Manitowoc via Chicago to the seaboard.

Erie Canal rates have been so low this season that many boats have tied up at the seaboard unable to make wages, and a scarcity of boats at Buffalo is threatened.

A meeting of the Interstate Commerce Commission was held in Chicago August 7; but aside from "discussing" its anticipated report on the recent grain investigation, did nothing.

The Grand Trunk, August 1, advanced grain rates from Port Huron to the sea from 13 to 15½ cents, catching local elevator men with over 1,000,000 bushels of corn and oats on hand.

The Elgin, Joliet & Eastern Railroad is enlarging its trackage at Waukegan, Ill., in the vicinity of the harbor. There is also prospect of a large grain elevator being built on the north side of the railroad slip.

The British ship Strathgyle July 11 took 369,874½ bushels of corn and oats to Rotterdam. It is said to have been the largest cargo ever forwarded from Philadelphia. The charter was by Parr & Son.

Chicago men are said to be contemplating establishing a new grain route via the St. Lawrence to Quebec. It is estimated grain can be laid down at Quebec at 2.74 cents per bushel from Chicago as against 4.54 cents at New York via Buffalo and Erie Canal.

There has been a marked decline in grain shipments by water from the South Chicago district this season, owing to various causes, chief of which seems to be the ability of the railroads to get the traffic, because of high lake rates and scarcity of boats in the grain trade.

The late Southwestern Bureau is to be succeeded by a new traffic bureau at Austin, Texas, to begin business August 15. The plan is to promulgate the tariffs of the Texas State Commission and to keep that body advised of rate cutting by interstate lines in order that it may act more promptly.

Surveys have begun looking to the improvement of the Illinois River from Joliet to the Mississippi, making a continuous canal from the Calumet. The law authorizing the survey calls for a channel 150 feet wide and 8 to 10 feet deep, which will have to be obtained by a series of locks and dams between Joliet and La Salle.

Grain rates by lake have been booming during the past four weeks, and at August 1 had reached figures touched but once in the past six years. On August 4 the wheat rate to Buffalo was 3 cents against 2½ July 15; corn, 2 cents; and oats, 1½ cents. The heavy demand for ore carriers is responsible for the tilt.

It announced from Duluth that by the completion during August of links in the Great Northern system southwest from that city the distance from Missouri River and Northern Nebraska competing points to the east by way of Duluth will be made nearly sixty miles less than by way of Chicago. For the traffic in all coarse grains and

general merchandise the head of Lake Superior will be on a new footing.

An application has been made for a Canadian charter for the Quebec, Hamilton & Fort William Navigation Co., with a capital stock of \$1,000,000. Two boats will be constructed at once at Hamilton for this line.

The Cosmopolitan line, operated in connection with the P. & R. and L. V. lines from Philadelphia, will increase its sailings to provide a weekly service between Philadelphia and Rotterdam; sailings every Saturday. To handle the grain trade of this line the Port Richmond elevator has been enlarged to 1,500,000 bushels' storage capacity, and to handle 320 cars in daily, or load 500,000 bushels into ships.

According to agreement of the presidents, the eastbound grain rates from Chicago advanced August 1 as follows: On corn for domestic use, from 11 cents to 15 cents per 100 pounds; on all grain and grain products except corn, for domestic use, from 13 cents to 17 cents; on export corn and wheat, from 9½ cents to 11 cents; on export oats, from 11½ cents to 13 cents. The usual differentials apply.

FLAXSEED

Joseph Rank of Hull, one of the largest millers in England, has built a flaxseed mill at Hull to crush 1,000 bushels of seed weekly.

The work of local assessors discloses a material increase of acreage to flax in North Dakota, in some places as great as 25 per cent.

A movement is on foot at Sioux City, Iowa, to build a flaxseed mill to grind 25,000 bushels of seed annually. Capt. T. P. Gere is to be manager.

Col. Uline of Devil's Lake, N. D., at Minneapolis, August 2, said: "More flax has been put in this year than ever before in North Dakota, and the crop is turning out very well."

The flaxseed harvest near Victoria, Texas, grown at the suggestion of the Victoria Cotton Oil Mill, was this year about 150,000 bushels, which will be crushed by the mill named.

Of the fraction over 6,000,000 bushels of flaxseed received in Chicago during the crop year ending July 31, 1899, about two-thirds graded No. 1 Northwestern. A total of 9,944 car loads came in.

In North Dakota farmers this year grew flax and wheat together. They harvested and thrashed it just as it grew and shipped it to Duluth, where it was separated for them for one cent a bushel.

The first car of new flaxseed reached Chicago July 22. It came in from the Southwest and was graded as No. 1. This "first arrival" was about a week late, the average date of first car being July 14.

S. H. Stevens, flaxseed inspector at Chicago, has issued a leaflet entitled "The Farmer and the Flax," giving a number of valuable hints to growers and handlers of flaxseed. Copies can be obtained by addressing him at 99 Board of Trade building.

The totals of receipts of flaxseed at Chicago for the past two seasons, as reported by Inspector S. H. Stevens, were as follows: Crop of 1897, 4,350,372 bushels; of 1898, 6,295,750 bushels; shipments, crop of 1897, 3,222,865 bushels; of 1898, 4,468,384.

The Duluth Record's preliminary estimate of the flaxseed crop is based on an acreage of 2,235,000, of which 500,000 are in Minnesota, 1,189,000 in the Dakotas, 225,000 in Iowa and 184,000 in Kansas. The acreage last year was estimated at 1,810,000. All reports to August 1 were exceptionally favorable.

The Duluth Daily Record has computed the production of flaxseed of the crop of 1898-99 at 20,150,000 bushels, which is close to record if not the record figures. Of this total 1,500,000 were reserved for seed, and 2,800,000 bushels exported, leaving 15,750,000 as consumed here. There is practically no old seed in farmers' hands.

The total shipments of flax from Russia last year were the smallest in recent years at 8,750,000 bushels. In 1897 they were about 18,000,000, and in 1896 about 18,500,000 bushels. This year, since January 1st, the shipments have been a trifle smaller than during the same time in 1898; 1,800,000 bushels as compared with 1,900,000 bushels.

A correspondent from Fargo, N. D., under date July 20, says: "The location of a flax fiber mill here by a member of a London Flax Mill Company has been decided upon. The citizens donate a site, and the city extends the water mains to insure fire protection. The fiber will be shipped to Niagara Falls and manufactured into Manila paper, under a new process." It is stated that the promoters of this scheme have devised a new process for saving the seed and, after thrashing, separating the fiber from the woody part of the stem by the use of a

chemical. The mill at Fargo will handle about 60,000 tons of flax straw, worth about \$2 per ton.

Another rival of the American Linseed Company has appeared at Minneapolis, where a company has been organized with \$400,000 to build the second largest mill in this country. The parties interested are W. D. Douglas, formerly principal owner of the Douglas plant in Minneapolis; G. F. Piper and R. F. Brett, also of the Douglas Company, and certain other conspicuous oil buyers. The company's buildings, it is said, will consist of an elevator with a capacity for handling 10,000 bushels of flax daily, five steel storage tanks for grain, each of 100,000 bushels' capacity, a cakehouse with storage for 1,500 tons, steel tank storage capacity for oil of 15,000 barrels, a mill equipped with thirty presses and space for ten additional presses and a fireproof boiler and engine house equipped for furnishing 500 horse power. The mill's annual consumption of seed will be from 2,500,000 to 3,000,000 bushels. The new company will have one of the best equipped mills in the country and will start in business with a capacity equal to one-quarter that of the American Linseed Company.

A scramble by the shorts in American Linseed Oil Company stocks on July 22 sent the preferred up 6½ points at Chicago, closing at 52 and has since advanced to as high as 57. The stock, which for weeks had been friendless, suddenly monopolized the trading, though the cause of the interest is largely problematic. The company, it was reported at New York, had about that date completed the delivery in England of 15,000 tons of cake and had begun shipment on contract of 10,000 tons of cake to Amsterdam. The company has also contracts for 5,500 tons of Cleveland flax meal for export to France during July and August. Cake and meal are used for fodder. A few days later it appeared as a heavy loaner of money at New York, having on July 24 loaned \$500,000 on call at 4 per cent, and offered to loan \$500,000 more. On August 3 it loaned \$200,000. On August 2 the company completed a deal for the purchase of fifty tank cars of 70,000 gallons' capacity each to be used for the transportation of its oil to the East. The company but a short time previous had acquired seventy-five cars under lease, and notwithstanding the purchase named it is said to be ready to make further leases of all cars that can be obtained. Altogether the company now owns about 180 cars. The income received from the recent sale of unused property (\$100,000) will be used to retire preferred stock, taking 2,000 shares out of the market. The directors have also informally resolved that whatever surplus the company may have at the end of its first fiscal year, next March, will be used for the same purpose, provided the price of these shares would still be low enough in value to make it good business to buy them in. The quarterly dividend of 1¼ per cent due September 15 will be declared during August. One other dividend of 1¼ per cent has been paid and enough has been earned, it is said, to pay two others ahead.

THE BROOMCORN OUTLOOK.

The vigorous warnings of the agricultural papers to the farmers of the broomcorn areas of Illinois and Kansas not to overdo it, but to say to the temptation of last winter's \$150 a ton for brush to plant all creation to broomcorn, "Get thee behind me, Satan," appear to have been pretty generally effective. At any rate, the Orange Judd Farmer has been able to find an increase in the acreage planted this season of only 8,000 acres, or about 11 per cent, as compared with last year.

The estimation of the acreage in Illinois is comparatively easy, the crop being confined to not over half a dozen counties. In Kansas, however, the crop is more scattered, some broomcorn being grown in nearly every county, although the major part of the state's crop comes from the central and western counties. In Kansas, too, the fluctuations in the area have been very great, ranging from 100,000 acres in 1895 to 30,000 in 1898. The Orange Judd Farmer, on the basis of special reports, therefore, estimates the acreage of this year and last as follows:

	1898.	Per cent 1899.	1899.
Illinois	25,000	119	29,800
Kansas	30,000	110	33,000
Nebraska	9,000	100	9,000
Other	4,000	100	4,200
Total	68,000	111	76,000

Planting was late, but the weather after the succeeding two weeks has been quite favorable to the plant. The total net conditions have been such, however, that no predictions as to the size of the crop are safe at this time. Old brush is now practically all out of growers' hands, and will also be well worked up before the new crop is ready.

In July the western roads brought 29,339 carloads of grain into Chicago, the best July showing made within the last five years.

BARLEY AND MALT

Shippers of barley look for a good export demand this season.

The barley crop of the year is estimated at 90,000,000 bushels, against 56,000,000 bushels a year ago.

The consumption of rice by the breweries of this country is put at 8,400,000 pounds for the last fiscal year. This demand is increasing annually.

The Dodge Manufacturing Co. Chicago branch were awarded a contract by Barnett & Record Co. for the addition to Albert Schwill & Co.'s malt elevator.

The Irwin-Charles Company, composed of gentlemen formerly with the H. J. O'Neil Grain Co., is a new firm in barley at Chicago. Mr. Irwin comes from the East.

The elevator on the Northwestern road at Winona, Minn., hitherto operated by the late H. J. O'Neil Grain Company, has been leased to the American Malting Company.

Cincinnati's receipts of malt for July were 101,034 bushels, and shipments 59,689 bushels, against 54,903 bushels and 38,477 bushels respectively a year ago. Barley receipts for July, 1899, were 9,100 bushels.

The annual statement of the American Malting Company shows profits for the fiscal year ended December 1, 1898, to be \$1,076,449. Dividends amounting to \$887,800 were paid, leaving a surplus of \$198,649.

The Salt River Valley in Arizona, of which Phoenix is the chief city, produced this year 18,000,000 pounds of barley. Threshing was completed by August 1. The barley is all used for feed, both whole and rolled.

Reports from all parts of the barley sections of California are to the effect that the barley crop has turned out above expectations, and it is alleged that the total output of barley in the state is as large as in 1897, despite the failure in the southern counties.

San Francisco's exports of barley for the cereal year 1898-99 were 452,353 centals, valued at \$582,056, against 3,015,906 centals, valued at \$3,523,803, in 1897-98. Of the exports of 1898-99, the Hawaiian Islands took 232,561 centals for feed, and Great Britain 187,287 centals for malting.

As to the value of malt sprouts as fertilizer, C. J. Voltz of the International Malt House of Buffalo, N. Y., says that he has found them to be of great value whether put on lawns wet or dry, as they make the soil pliable and give a healthy stimulus to the grass. Used twice a month, put on wet (because in that condition they sink to the plant roots more quickly), they show good results, especially on red clay soils in dry weather, which are usually overrun with dandelion. When the sprouts are used, they prevent the dandelion seeds from germinating. The objection to the use of the sprouts is that ordinarily they carry with them many foul seeds which germinate, notwithstanding they have gone with the barley through the malting processes. The most persistent nuisance of this type is the wild mustard. This seed can, however, be removed from the sprouts by being dumped, slowly and gradually, into a tub of water and stirred while dumping. The seeds will go to the bottom, and are easily removed. The plant, moreover, is easily killed out of a lawn by keeping it trimmed close and by weeding it occasionally.

E. P. Bacon & Co., commission merchants at Milwaukee, under date of August 4, with reference to the barley crop, say in substance, that in Wisconsin reports indicate a larger production than last year but that the quality is inferior to the past two crops, having been discolored by unfavorable weather. The berry, however, is generally reported as reasonably plump and free from material unsoundness, being mostly "fair to good malting barley." Reports to the same firm from Minnesota also indicate a larger yield than last year, and quality similar to that of Wisconsin, except that for about one-fifth of the crop the berry is reported as lightweight. From Iowa their reports are not so favorable as last year, indicating considerable decrease in production, due to both decreased acreage and light yield. The quality also is reported as poor, the berry being both discolored and in some cases unsound also, the only exception being noted in the central and north central parts of the state. Reports from the east central and southeastern portions of South Dakota indicate a crop somewhat larger than the average and better quality than usual. The berry is generally reported good weight or plump, without material discoloration or unsoundness from unfavorable weather. From localities in Nebraska, where barley is usually produced,

the reports generally indicate a smaller crop than last year, owing to decreased acreage and lighter yield, but quality fairly good on the average, being fairly plump and reasonably sound, but mostly discolored.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
June, 1898.....	1	\$	1
June, 1899.....	12		6
Twelve mos. ending June, 1898.	124,804		43,863
Twelve mos. ending June, 1899.	110,475		53,696

EXPORTS—			
June, 1898.....	106,281		52,334
June, 1899.....	314,052		147,622
Twelve mos. ending June, 1898.	11,237,077		5,542,040
Twelve mos. ending June, 1899.	2,267,400		1,375,274

BARLEY MALT.			
Imports—	Bushels.	Value.	
June, 1898.....	400		349
June, 1899.....	321		354
Twelve mos. ending June, 1898.	4,769		4,412
Twelve mos. ending June, 1899.	4,984		4,447

EXPORTS—			
June, 1898.....	47,472		34,203
June, 1899.....	45,780		33,785
Twelve mos. ending June, 1898.	406,702		287,473
Twelve mos. ending June, 1899.	452,038		324,087

BARLEY DUST AND MOLD.

Barleys, as delivered to the maltster, are, unfortunately, literally covered with a dust largely consisting of mold spores. These only require warmth and moisture to develop into a bright green growth, causing unpleasant tasting malt, worth less than sound malt. Now, a certain amount of mold is unavoidable if malt be made on the floor system, for there will be some broken and damaged corns, and these are the ones which will suffer.

Much can be done to reduce this mold by the careful screening and cleaning of the barley, but it may be more effectually guarded against by not admitting to the growing floors the very objectionable dust which arises when barley is being moved. This particularly occurs at the filling of the steeping tank. This generally takes place with no screens separating it from the growing floors, and the cloud of dust which flies in every direction simply teems with these mold spores and caused the trouble; for the particles of dust naturally adhere to the first damp substance they come in contact with, and this is only too frequently the growing floor itself.

A very simple contrivance will enable a maltster to exclude the dust from the growing floors. A sheet of canvas or sacking hung from one of the beams right across the floor, and only a few feet from the steep tank, will answer the purpose and obstruct the passage of all objectionable dust. In malt houses where the barley is "swum in," and where the skimmings are taken off by hand, the sheet must be far enough away to give the workman room to move freely; but where this practice does not obtain, the closer the sheet is to the tank the better. In some cases it is preferable to have the sheet stretched over light wooden frames which can be hinged to the roof; but this adds to the cost, and really the hanging sheets answer equally well. When a specially dusty barley is being steeped, the screen may with advantage be dampened prior to use, so as to catch it all. When the tank is filled with the required amount, and the dust has subsided, the sheet can very easily be hooped up out of the way, and dropped again when required. The coarser the sheeting the better. The material is inexpensive. In the intervals between steeping, it is best to souse the sheet in boiling water. This precaution should be taken at any rate once a fortnight, at least, and when a sheet is used a second time without this treatment, care must be taken that the dusty side faces the tank.



THERE SEEMS TO BE NO END TO IT.

Man on the ground—"Can you see the end?"
Man on the car—"No, there is no end."

Items from Abroad

Germany reports all crops at August 1 as 8 per cent above average condition.

Spain's wheat crop is reported as short, necessitating large imports for the year.

The export of grain from the two Kiang provinces of China is temporarily prohibited.

Owing to shortage of clover in the Argentine Republic, that country is importing quantities of alfalfa seed.

Sowing of wheat and flax began in July at Colon, Entre Rios, Argentine Republic. The area sown is much larger than last year.

Russian cables confirm the earlier reports that the winter wheat crop is fair, except in the far southwest; spring wheat bad in the South and corn poor.

India's area of wheat farms is now about two-thirds as large as that of the United States. The wheat is still thrashed by being trodden out by bullocks and buffalos.

Sweden has lately provided itself with a Minister of Agriculture, who will have the administration of the crown lands and forests, as well as perform the usual duties of that office.

Among the exports from the Argentine for the first five months of 1899 were 22,820,510 bushels of wheat, 2,371,492 bushels of corn, 136,776 tons of flaxseed and 333,603 tons of hay.

The first planting of rice in Uruguay has come to a harvest and a sample of the grain is pronounced of the best quality. The experiment justifies a large increase of the acreage next season.

The French Millers' Association has estimated the French wheat crop at 352,000,000 bushels, or but 8,000,000 bushels short of last year. The Paris Echo Agricole estimates the crop at only 341,000,000 bushels.

The German government, beginning January 1, 1900, will allow the exporters of flour to import free of duty 100 to 158.33 per cent of the quantity of rye or rye 100 to 160 per cent of the quantity of wheat, according to the quality of flour exported.

The past harvest season, with its rains and wet spells, has emphasized the need of grain storage houses in the Argentine as never before, says the Review of the River Plate. These houses are needed both at the railway stations and on the farms.

A London Times correspondent estimates the surplus grain available for export from the Argentine, crop of 1899, as 55,000,000 bushels of wheat, 28,000,000 bushels of corn, or more than double the quantity of those grains a year ago, and 7,000,000 bushels of flaxseed, or 1,200,000 bushels in excess of 1898.

Wm. Morrison, of the firm of Wm. Morrison & Son, grain merchants of Glasgow, Scotland, died July 7 after several years of poor health. Mr. Morrison was a native of Glasgow and very popular both as a grain merchant and as a citizen. His public career was almost wholly confined to work in trade, religious and charitable organizations. He was one of the managers of the Western Infirmary, as representative of the Trades House; was deacon of the Incorporation of Bakers, and chairman of the Corn Trade Benevolent Association. He was quite well known by the exporting grain trade of the United States and Canada, to which countries he made frequent business visits. He was unmarried and is survived by his brother, a partner in the business, and by two sisters.

The new regulations governing the traffic in grain adopted by the Corn Exchange of Nicolaieff, Russia, became operative on August 13. They are substantially as follows: As regards wheat, the limit of permissible admixture is fixed at 3 per cent; (2) Should the admixture vary from 3 to 5 per cent a proportional reduction in price is to be made; (3) if the admixture amounts to from 5 to 8 per cent the penalty to be imposed will depend on circumstances, but if it exceeds 8 per cent the fact of itself accords to the buyer the right of refusing the wheat; (4) if the wheat is sold for export the admixture must not exceed 6 per cent; should, however, this limit be surpassed, the committee of the foreign exchange, for which wheat is destined, will be apprised of the fact by telegram, together with the name of the shipper; (5) these regulations apply to both buyers and sellers in every position, whether it be for grain at the marts and emporiums, or in transit per rail or per lighter. All differences that may arise are to be settled by the Nicolaieff Exchange Committee.

A newspaper at Winnipeg, Man., says that a movement is on foot to reorganize the elevator association of two or three years ago in that province, taking in both the large and small companies and operators.

PRESS COMMENT

THE CORN CROP.

The corn statistics made up by the department of agriculture may be taken as somewhat optimistic, but it is safe to say that the corn crop of this year will set a new record.—Omaha World-Herald.

WHEAT IN SOUTH CAROLINA.

Climatic conditions will prevent the South from making important additions to the world's supply of wheat, but it seems feasible for the farmers of that section to raise enough for their own needs. This will close up one channel of cash outlay and enable planters to retain more of the money brought in by their cotton.—Rochester (N. Y.) Democrat.

THE PROSPERITY OF THE FARM.

The farm is such a factor in the prosperity of the country that the crop condition is studied as closely as any other feature of production and trade. With the assurance that the farm is having its share of prosperity along with other industries, the years of prosperity that the country has entered on have just begun.—Pittsburg Times.

CORN.

It is a comforting thought to those who live in the seven corn growing states that corn cannot be grown in commercial quantities outside of this area. This is its home—this Mississippi basin, where it is artically cold in winter and tropically hot in summer, this great inland ocean of black soil and terrible air waves.—Cedar Rapids Republican.

DIVERSIFIED AGRICULTURE.

The process of agricultural diversification is everywhere going on, silently revolutionizing old systems and making farming profitable to-day at prices which would have meant loss if not utter ruin two or three decades back. In making up the blanks for the census, for example, it is found that some 4,000 different marketable articles are produced on American farms, ranging all the way from frogs and terrapin to violets and onions.—Omaha Bee.

ELEVATOR RISKS.

The proper protection to grain elevators must come from the owners of the building. A spark, an explosion of dust and the elevator is in ruins. It does seem as if there should be some way of getting rid of the dust which accumulates and causes the explosions and loss of both life and property. When this problem has been solved a grain elevator will not be any more of a risk than an ordinary business block, but until it is grain elevators will be little less than dangerous than powder magazines.—Toledo Bee.

WHEAT FIELDS OF MICHIGAN AND INDIANA.

The wheat fields of Michigan and Indiana this year reminded me of what the Irishman said of his mustache. The son of Erin had an immense expanse of upper lip with about four hairs on one side and five on the other, and explained the situation by saying his mustache was very sparsely laid out but very thinly populated. That was exactly the wheat situation in the states named; the acreage was large but the wheat so thin on the ground that were it not for its being plump and well filled it would be less than half a crop.—Farm Implement News.

THE PROSPEROUS WEST.

The outlook for the crop is the most promising ever known at this season of the year. Wheat has not fared so well in Kansas and Nebraska, but this deficiency will be more than offset by the increased yield of corn, to say nothing of the aggregate worth of other crops. The position of the farming community of that section, according to statistics, is stronger than ever before, and it is calculated that a large part of the mortgage indebtedness will be wiped out and that the farmers will lay aside a comfortable surplus with which to begin the next crop year.—Baltimore Sun.

CORN IN KANSAS.

A corn crop in this state of between 300 and 400 million bushels at 25 cents a bushel would bring more money into the state than the two phenomenal wheat crops of 1897-98 combined and put the cap sheaf on Kansas prosperity. Corn is still king; and it looks as though this year was its jubilee.—Topeka Capital.

Eastern market quotations very little concern the corn raisers of South Kansas and Oklahoma. More corn simply means more hogs and more feeders. It's the quoted prices of cattle and hogs which directly concern the farmer who has thousands of bushels to spare, and the wheat belt of Kansas will have corn to spare this year.—Wichita Eagle.

JUDGING CORN BY SCORE CARD.

If the possibilities of our rich inheritance in the corn plants are ever to be crowded to its full capacity, the knowledge possessed by the few must be acquired by the many, says N. J. Harris in the National Stockman. "In the judgment of the writer, no one thing would accomplish more, or even so much, in this direction as the employment of the score card in judging of the various exhibits of corn. The use of the score card necessitates a clear statement of facts and a classification of our knowledge of corn, its habits, characteristics and adaptability to certain localities into some tangible form. The naming of varieties and formation of a standard properly takes precedence. If we know of a certain variety that is doing extra well in any locality first give it a name and then an accurate description or standard so clearly that it can easily be identified. This consists in giving length of ear, circumference, number of rows, depth, color and general character of grain, color of cob, etc." The following scale of points is suggested:

Length of ear.....	15
Circumference of ear.....	10
Size of cob.....	5
Color of cob.....	2
Number of rows on cob.....	3
How arranged.....	5
How filled out.....	5
Length of grain.....	0
Width of grain.....	5
Characteristics of grain.....	5
Maturity of ear.....	20
The color.....	10
Uniformity of exhibit.....	10



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

AN ILLINOIS ELEVATOR.

For sale, an elevator situated near Bloomington, Ill., on the Illinois Central Railroad. Inquire of E. R. ULRICH & SONS, Springfield, Ill.

SITES FOR ELEVATORS, ETC.

For sale, excellent sites for grain elevators, storage warehouses, etc. River front, deep water, touching Union Terminal Railroad, connecting all lines, and Erie Canal. Very low prices.

J. M. DRILL, Buffalo, N. Y.

DUST COLLECTORS AT A BARGAIN.

For sale, two No. 8 and three No. 7 Knickerbocker Dust Collectors. These machines are in good condition. If you are in the market for Dust Collectors, it will pay you to write, or call on

H. MUELLER & CO., 2 Sherman St., Chicago, Ill.

IOWA ELEVATOR.

For sale, a good grain elevator, located in good Iowa town; county seat. Has dump and scale in dump. Located on B., C. R. & N. Ry. Good grain county; live town, and is located in the center of the town. Address.

C. C. KNAPP, Agent, Cedar Falls, Iowa.

A KANSAS ELEVATOR.

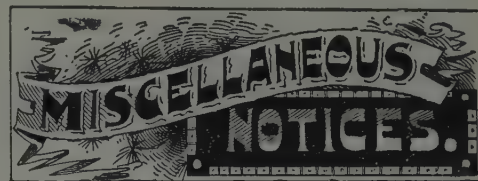
For sale, elevator with capacity of 20,000 to 25,000 bushels. All machinery new. Situated at Bennington, Kan., in the rich Solomon Valley. Only one competitor. Miles and miles of wheat and corn fields surround this point.

SHEERAN & SON, Bennington, Kan.

FOR SALE OR LEASE.

I have a 60,000-bushel elevator centrally located in Salina, Kansas (a fine grain center), on four railroads—the U. P.; Mo. P.; C., R. I. & P., and the Santa Fe. Elevator has four dumps, track scale, 500-bushel hopper scale, No. 5 oat clipper, new No. 2 B. & L. Separator, two elevator legs, large corn sheller and cleaner, 25 h. p. engine, 30 h. p. boiler, office, scales and everything to make a complete elevator. Will sell for \$10,000, or lease, or handle on commission, or furnish elevator against money on partnership. Address

TAYLOR MILLER, Salina, Kan.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

GAS ENGINE WANTED.

Wanted, a 5 to 12 h. p. gas engine. May be worn out as only certain parts are desired.

SEYMOUR AYRES, 1006 Johnson St., Bay City, Mich.

GRAIN TRAVELER WANTED.

A competent traveling man who is acquainted with the trade, and who is able to bring business from Northern Illinois and Wisconsin, can obtain a permanent position with a reliable Chicago commission house. Address

L. W., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

SITUATION WANTED.

Thoroughly qualified elevator superintendent offers his services where large quantities of grain require expeditious and economical handling. Have had many years' experience in building and operating elevators. Will furnish credentials of the highest order. Address

E. P. BURLINGAME, care "American Elevator and Grain Trade," Chicago, Ill.

Auction Sale, September 7, 1899.

Will be sold at auction by order of the Supreme Court, under the direction of Austin B. Fletcher, Esq., Receiver, on Depot Square at White Plains, N. Y., on Thursday, September 7, 1899, at 11:30 a. m., the Lumber and Coal Yard formerly owned by the John W. Young & Sons Company at White Plains, N. Y., the county seat of Westchester County. Population 8,000 to 10,000, on the line of the New York & Harlem railroad, 22 miles from Grand Central Depot, New York City.

Two-story frame Office Building, Iron-clad Elevator, capacity 35,000 bushels, large brick and frame Planing Mill and Wood Worker, ample Coal and Lumber Sheds, abundant trackage, wagon and track scales, located on two sides of the square at the station. Will be offered in parcels and as a whole.

Also at the same time and place and under the same order, the Lumber and Coal Yard lately owned by same company, situate at the station at Tuckahoe, also on the New York & Harlem railroad, 16 miles from Grand Central Depot. A smaller yard than the former but very complete in its appointments. Office building, coal and lumber sheds comparatively new, in good order; side track, scales, etc.

Two grand opportunities for a live man. For maps giving full particulars, terms of sale, etc., apply to

AUSTIN B. FLETCHER, Receiver,
32 Liberty St., New York City,

Or W. B. TIBBITS, Auctioneer,
White Plains, N. Y.

Marquette, on Lake Superior,

Is one of the most charming summer resorts reached via the Chicago, Milwaukee & St. Paul Railway. Its healthful location, beautiful scenery, good hotels and complete immunity from hay fever make a summer outing at Marquette, Mich., very attractive from the standpoint of health, rest and comfort. For particulars apply at City Ticket Office, 95 Adams Street.

HAUNTS IN THE WILD WOODS

AND

Gay Places for Summer Outings.

Either or both can be found along the lines of the Chicago, Milwaukee & St. Paul Railway in Wisconsin, Minnesota, Northern Michigan, Iowa and the Dakotas. Among the many delightful summer resorts are Delavan, Waukesha, Oconomowoc, Elkhart Lake, Marquette, Madison, Kilbourn, Minocqua, Star Lake, Lakes Okoboji, Spirit Lake, Clear Lake, Big Stone, Frontenac, White Bear and Lake Minnetonka. In the north woods of Wisconsin, in the forests of Northern Michigan and Minnesota, and in the far stretches of the Dakotas true sportsmen can fish and hunt to their heart's content. For pamphlet of "Summer Tours," and "Fishing and Hunting," apply to nearest ticket agent, or address with two-cent stamp, Geo. H. Heafford, General Passenger Agent, 555 Old Colony Building, Chicago, Ill.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE



Write us for Catalogue and
Low Prices on **BEST**
STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers
of these goods and can save
you money.
SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio

ALEX. RODGERS,

SEED MERCHANT,

GRASS AND FIELD SEEDS,

OFFICES: 31 AND 32 TRADERS' BUILDING,
WAREHOUSES: 220 TO 230 JOHNSON ST.,
CHICAGO, ILL.

C. H. Matthiessen, President. S. T. Butler, Vice-President.
Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

Factories: Chicago, Peoria, Rockford } Ill. Marshalltown } Ia. Davenport }
General Offices: **The Rookery,**
CHICAGO, ILL.

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

E. R. Ulrich & Sons,

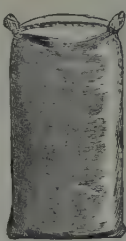
SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.



GRAIN BAGS—BURLAPS.

All kinds of Bags,
New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a
bucketshop keeper or irresponsible dealer.]

HENRY HEMMELGARN.

Established 1861.

PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,

COMMISSION MERCHANTS,

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade.

CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,

GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

LEMAN BARTLETT.

O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and
Millers.

JOHN HILL JR., Prest.

S. H. GREELEY, Secy.

JOHN HILL JR. & COMPANY.

A reliable board of trade commission house solicits your
consignments of **Grain, Seeds and Provisions.**

Orders executed for cash or future delivery.

Personal attention given orders and consignments.

Write for our daily letter.

511 RIALTO BUILDING,

CHICAGO, ILL.



M. F. BARINGER

....SUCCESSOR TO....

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight
draft with bills of lading attached honored on all shipments.

COMMISSION CARDS.

DANIEL P. BYRNE & CO.,

SUCCESSORS TO

REDMOND CLEARY CO. CO.

Established 1854.

Incorporated 1887.

GRAIN, HAY AND SEEDS,

CHAMBER OF COMMERCE, ST. LOUIS, MO.

E. P. BACON.

G. H. D. JOHNSON.

E. P. BACON & CO.,

Grain Commission Merchants,

No. 17 Chamber of Commerce, MILWAUKEE.

BRANCH OFFICES:

NO. 80 BOARD OF TRADE,
CHICAGO.NO. 30 CHAMBER OF COMMERCE,
MINNEAPOLIS.

TO OAT SHIPPERS.

Best values are not obtained by track bidders; consign
your grain to a strictly commission house and get its worth.

MERRILL & LYON,

GRAIN,

JOHN F. HOWARD.

In charge of Western Department.

CHICAGO, ILL.

R. W. VAN TASSELL.

J. H. BUNN.

VAN TASSELL & BUNN,

RECEIVERS AND SHIPPERS,

44 AND 46 CHAMBER OF COMMERCE, PEORIA, ILL.

References, any bank of Peoria, or commercial agencies.

Consignments and Orders Solicited.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Minn

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons, HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

PITTSBURG, PA.

WARREN & CO.,

GRAIN
COMMISSION MERCHANTS

Rooms 7 and 9 Chamber of Commerce,
PEORIA, ILL.

GRAIN DEALERS

We Want Your Business.

If you appreciate **Honest Work, Good Treatment and**
Prompt Returns, consign your grain to us.

CALUMET GRAIN AND ELEVATOR CO., CHICAGO.

Arthur Sawers in charge of receiving business.

CONRAD KIPP, MANAGER.

Greenville

ESTABLISHED 1886 **Grain** Membership in Cincinnati Chamber Commerce

Specialty: Milling Wheat.

Reference, by permission,

Farmers' National Bank

Correspondence from Mills and
Wholesale Dealers solicited.

Co. GRAIN, HAY, STRAW.

GREENVILLE,
OHIO.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,**Commission Merchants.**

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

W. M. BELL, PREST. W. M. D. SAWYER, VICE-PREST. & TREAS. JOHN H. BOEMER, SECY.

THE BELL COMMISSION CO.

INCORPORATED.

RECEIVERS AND SHIPPERS OF

GRAIN, SEEDS AND FEED,

58 Chamber of Commerce, MILWAUKEE, WIS.

Represented in Chicago, Minneapolis, Duluth, Kansas City.

E. L. ROGERS & CO., ESTABLISHED 1863.**COMMISSION MERCHANTS,**

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.**ARMOUR & CO.,**205 LA SALLE STREET,
CHICAGO.**GRAIN BUYERS AND DEALERS.**

J. H. WARE.

E. F. LELAND.

Consign your GRAIN and SEEDS and send your orders to

WARE & LELAND,

200-210 Rialto Building,

WRITE FOR OUR
DAILY MARKET LETTER.

CHICAGO.

Twelve representatives constantly on the floor of the Board of Trade. Our motto: A man everywhere, thus insuring prompt execution of all orders, and close attention to all business entrusted to us.

EDWARD G. HEEMAN,

In Charge of Receiving Department.

COMMISSION CARDS.**CHARLES D. SNOW & Co.,****COMMISSION MERCHANTS,**MEMBERS
CHICAGO BOARD OF TRADE

230 RIALTO BUILDING,

CHICAGO.

Our Vest Pocket Market Manual furnished free on application.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,**GRAIN AND SEEDS,****TOLEDO, OHIO.**

SEND FOR OUR RED LETTER. . .

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.**COLLINS & Co.,****STRICTLY COMMISSION****Grain, Hay and Mill Feed.****CINCINNATI, OHIO.****MILTON SHIVE,****Brokerage and Commission****GRAIN AND MILL FEED.**

464 Bourse, - - - Philadelphia.

Bernier & Company,

WHOLESALE DEALERS IN

GRAIN, FLOUR AND SEEDS,**St. Hyacinthe, Quebec, Canada.****COMMISSION CARDS.**

WM. J. POPE, Prest.

WM. N. ECKHARDT, Secy

For prompt service, best personal attention to grain business and full net values always, address by wire or mail

POPE & ECKHARDT CO.,

317 to 321 Western Union Bldg., Chicago.

ROSENBAUM BROS.**COMMISSION MERCHANTS,****RECEIVERS AND SHIPPERS.****Grain and Seeds.**

Room 77 Board of Trade Bldg.,

CHICAGO.

A. R. CLOUGH,**MILLER'S AGENT,****GRAIN AND MILL FEED,**

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct. I want a good Toledo corn account.

CEO. N. REINHARDT & CO.**MELROSE STATION, NEW YORK CITY.**

We sell on Commission and buy direct,

HAY, GRAIN AND FEED.Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer**DUST! DUST!**Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted.
Gibbs Respirator Co.,
30-36 La Salle Street, - CHICAGO.**WHEN YOU WANT
Elevator or Mill
Supplies,**

Cleaning Machines,

Feed Mills,

Corn Shellers,

Engines and Boilers,

Gasoline Engines,

Horse Powers,

WRITE TO

GREAT WESTERN MANUFACTURING CO.

General Office and Factory, LEAVENWORTH, KAN.

Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.

SEND FOR OUR ILLUSTRATED CATALOGUE.

**THE CELEBRATED
A. P. DICKEY GIANT GRAIN CLEANERS.****Over-Blast Suction Separator.****THE
STANDARD
IN THEIR
LINE.****"Grain
Cleaned
to a
Standstill."**

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

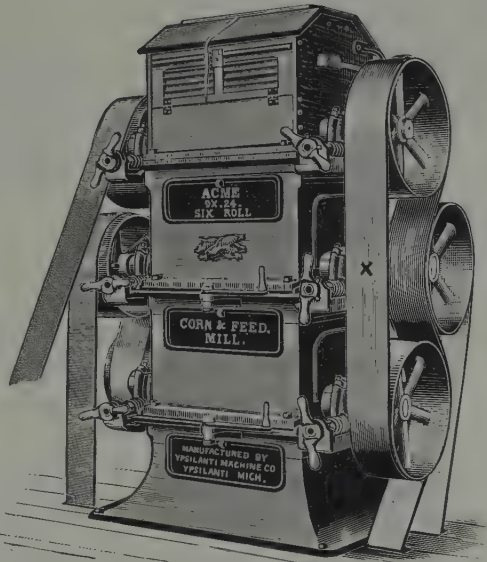
Address..... **DICKEY MFG. CO., RACINE, WIS.**



Acme 4 and 6 Roll Corn and Feed Mills

All sizes, fitted with our new Automatic Shake Feed, steel screen and tandem belt drive. Rolls can be removed from mill through panel doors on sides, or each section can be taken apart separately.

Rolls Reground and Recorrugated.



YPSILANTI MACHINE WORKS, Ypsilanti, Mich.

A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month.



Send for Prices to

H. SANDMEYER & CO.,

PEORIA, ILL.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the

MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

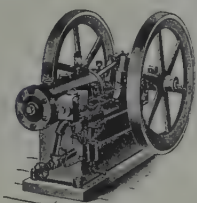
It has been in business 24 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1st, amounted to \$688,101.50; net cash surplus \$453,094.49.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to its required standard you cannot afford to insure in any other company.

W. L. BARNUM, Secy.



THE "GUS"
GAS AND GASOLINE
ENGINE.

"A Model of Perfection."
Write for Pamphlet
and prices.

**THE CARL
ANDERSON CO.**

64-70 North Jefferson Street,

CHICAGO.

THE JONES UMBRELLA "ROOF."

A NEW UNION TWILLED SILK "ROOF" \$1.00



RE-COVER YOUR OWN UMBRELLA.

The Adjustable "Roof" fits any frame, requires no sewing, and can be put on in a minute. You can re-cover your own umbrella without the slightest trouble or moments delay.

Take the measure (to the fraction of an inch) of your old umbrella; count the number of outside ribs; state if the center rod is steel or wood; send to us with \$1.00 and we will mail postpaid, a Union Twilled Silk 25 or 26 inch Adjustable "Roof" (27 or 28 inch, \$1.25; 29 or 30 inch, \$1.50). Umbrella "Roofs" all sizes and prices from 50 cents to \$8.00 each, according to quality. If you are not absolutely satisfied in every particular, send the "roof" back, and we will refund the money at once, including stamps you have used for postage. Over a quarter of a million "Roofs" sold. Booklet, "Umbrella Economy" with simple instructions necessary with your order. All first-class dealers sell Jones Umbrella "Roofs."

The Jones-Mullen Co., 396-398 Broadway, New York.

Manufacturers of the highest grades of Umbrellas to the largest stores in the world.

OTIS H. KEAN, N.Y.

BRAIN TOOLS

Save time and hard work and insure accurate results.

THE GRAINMAN'S ACTUARY

Shows at a glance the cost of bushels and fractional parts of bushels for any amount up to 50,000 bushels. Contains 214 well printed and well bound pages. Sent postpaid on receipt of price, \$1.00.

No miller or grain dealer can afford to be without it. Address

MITCHELL BROS. CO., 315 Dearborn Street, Chicago.

E. H. TROMANHAUSER, Architect, Contractor, and Builder of GRAIN ELEVATORS,

Country, Transfer, Mixing, Marine, and

Terminal Storage Elevator Plants.

PLANS SUBMITTED AND ESTIMATES FURNISHED.

616 CORN EXCHANGE, MINNEAPOLIS, MINN.

TRACK, WAGON, HOPPER, and DUMP SCALES.

The only Dump Scale that will stand usage of a plain rail dump. Ask for prices.

W. H. CALDWELL, Terre Haute, Ind.



Dust Protector.

The "Perfection" has an improved Automatic Valve, which compels perfect protection and ventilation. Thousands in use.

Nickel plated protector, postpaid, \$1. Cir. free.

H. S. COVER,
SOUTH BEND, IND.

Patented Dec. 7, 1897.

**Honstain Bros.,**313 THIRD STREET SOUTH,
MINNEAPOLIS, MINN.,Contractors and
Builders of**Grain
Elevators.**Estimates furnished on application for
Transfer, Mixing and Storage Elevators.
The following are a few among the many
houses built by us:

Nebraska City & Ill. Ele. Co., Chicago,	2,000,000
Bartlett Frazier Co.,	1,000,000
H. Rogers Co., St. Louis,	500,000
F. H. Peavy & Co., Minneapolis,	1,000,000
S. S. Linton & Co., "	650,000
S. S. Linton & Co., "	450,000
Interstate Grain Co., "	500,000
City Elevator Co., "	400,000
Security Grain Co., "	400,000
Royal Milling Co., Great Falls, Mont.	100,000
Jennison Bros., Janesville, Minn.,	100,000
400 Country Elevators from 10,000 to	50,000

SEELEY, SON & CO.,

Fremont, Neb.

**Architects and Builders**

OF ALL KINDS OF

GRAIN ELEVATORS.**MACDONALD ENGINEERING COMPANY,**

CONTRACTING ENGINEERS,

Designers and Builders of Wood and Steel

GRAIN ELEVATORS

of any Capacity.

1454, 1455 and 1456 Monadnock Block,

CHICAGO, ILL.

STEEL STORAGE & ELEVATOR CONS. CO.

ELECTRIC STEEL ELEVATOR, BUFFALO, N. Y., 1,000,000 BUSHELS.

FIRST IN THE FIELD,
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

**FIREPROOF STEEL
ELEVATORS**

TO MEET ALL REQUIREMENTS.

INVESTIGATE OUR

**PNEUMATIC CONVEYING
SYSTEM.**

GENERAL OFFICES:

302-308 GUARANTY BUILDING,
BUFFALO, N. Y., U. S. A.**WM. GRAVER TANK WORKS**

MANUFACTURERS AND BUILDERS OF

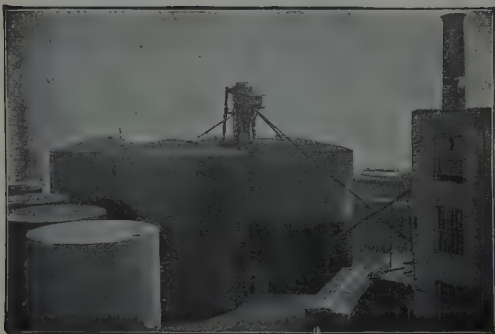
Steel Storage Tanks

AND

STEEL ELEVATORS.We Build Storage for Any Commodity
of Any Capacity.

GENERAL OFFICES:

205-206 PLYMOUTH BUILDING, - CHICAGO.



GEO. M. MOULTON,
President.

W. C. ENGLER,
Secretary.

J. M. WITHERSPOON,
Superintendent.

MOULTON-STARRETT Co.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

GRAIN ELEVATOR CONSTRUCTION.

Architects and Builders of
Frame and Steel Grain Elevators.

THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as **Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.**



A Few Elevators Built by Us.

	Bu. capacity.
Portland El. Co., Portland, Me.	1,000,000
Maple Leaf Elevator, Kansas City, Kan.	1,000,000
Burlington Elevator, St. Louis.	1,300,000
Interstate Elevator Co., Minneapolis	1,000,000
Northern Grain Co., Manitowoc, Wis.	500,000
W. W. Cargill, Green Bay, Wis.	500,000
Vigo Elevator Terre Haute, Ill.	500,000
Belt Line Elevator Co., Superior, Wis.	2,500,000
Superior Terminal El. Co., Superior, Wis.	2,500,000
F. H. Peavey & Co., Minneapolis No. 1.	1,750,000
F. H. Peavey & Co., Minneapolis No. 2.	500,000
Atlantic Elevator Co., Minneapolis	600,000
Empire Elevator Co., Minneapolis No. 1.	600,000
Empire Elevator Co., Minneapolis No. 2.	500,000

THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness.

WRITE US FOR ESTIMATES.

604 CORN EXCHANGE, MINNEAPOLIS, MINN.

Western Engineering and Construction Co.,

Designers and Builders of

Grain Elevators.

Contracts taken for all kinds of heavy work. Estimates furnished if desired.

525-527 UNITY BUILDING.
79 AND 81 DEARBORN ST.,
CHICAGO.



D.A. ROBINSON

OFFICES. { 707 Great Northern Bldg., Chicago, Ill.
 { 1039 Lumber Exchange, Minneapolis, Minn.



DESIGNER AND BUILDER OF

Grain Elevators, Malt Houses

AND ALL KINDS OF HEAVY CONSTRUCTION.

Patent System of Independent
Leg Rope Drive.

Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper.

E. LEE HEIDENREICH,

MEMBER { AM INST. MIN. ENGINEERS.
 { WESTERN SOCIETY OF ENGINEERS.

Contracting Engineer.

DESIGNER AND

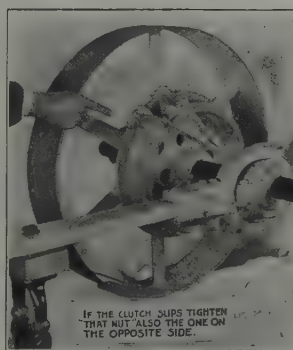
CONTRACTOR FOR

GRAIN ELEVATORS

In Wood, Steel or Monier Construction.

ESTIMATES FURNISHED.
FIRE LOSSES ADJUSTED.

541 ROOKERY,
CHICAGO.



W. W. Lockwood,

MECHANICAL ENGINEER
AND CONTRACTOR,

CORRESPONDENCE SOLICITED.
SATISFACTION GUARANTEED.

Winfield, Kansas.

GRAIN ELEVATORS All Sizes and Capacities.

ELEVATOR MACHINERY.

We Manufacture the Best CAST IRON TURN HEAD and INDICATOR STANDS on the Market.

Also FRICTION CLUTCHES for all purposes.

Send for Circular.

IRON BIN BOTTOMS and THROTTLES, AUTOMATIC DUMP LOCK and AUTOMATIC WAGON BLOCKS.

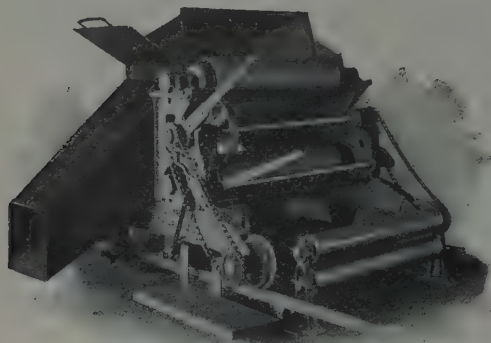
JOHN S. METCALF & CO., ENGINEERS,

GRAIN ELEVATOR BUILDERS,

1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision:

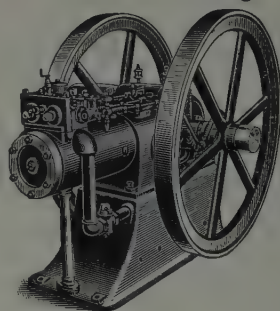
Burlington Elevator, St. Louis, Mo.	1,300,000
Grand Trunk Elevator, Portland, Me.	1,000,000
Export Elevator, Buffalo, N. Y.	1,000,000
J. R. Booth Elevator, Parry Sound, Canada	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000
Northern Grain Co., Manitowoc, Wis.	600,000
Union Elevator, East St. Louis, Ill.	1,100,000

THE LINK-BELT MACHINERY CO.ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.**GRAIN ELEVATOR MACHINERY**

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.

The Dayton Gas and Gasoline Engine

LEADS ALL OTHERS IN

Simplicity,
Economy
and Durability.

SIZES FROM 4 to 50 HORSE POWER.

For Particulars Address

The Dayton Globe Iron Works Co.,

DAYTON, OHIO.

Conveying, Elevating and Power-Transmitting Machinery**H. W. CALDWELL & SON CO.**

GENERAL MACHINISTS,

127-133 West Washington Street, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR—

Specialties for

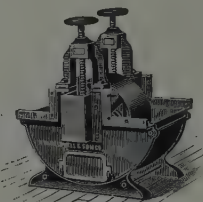
Grain Elevators and Mills.

THE ONLY PERFECT SPIRAL
FLIGHT OF ONE CONTINUOUS
STRIP OF METAL.CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

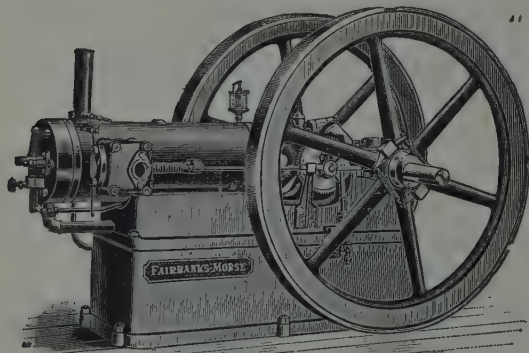
PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.**FAIRBANKS-MORSE
Gasoline Engines**

.. ARE LIKE ..

FAIRBANKS SCALES,

Standard,
Durable,
Reliable.

Thousands of the Scales and hundreds of the
Engines are used by the GRAIN TRADE.**FAIRBANKS, MORSE & CO.,
CHICAGO.**

St. Louis, Minneapolis, Cincinnati, Cleveland, Kansas City, Indianapolis, Louisville, Omaha,
Portland, Ore., St. Paul, Denver, San Francisco, Los Angeles.

Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.

JEFFREY

Roller, Steel and Special Chains.

ELEVATORS

AND

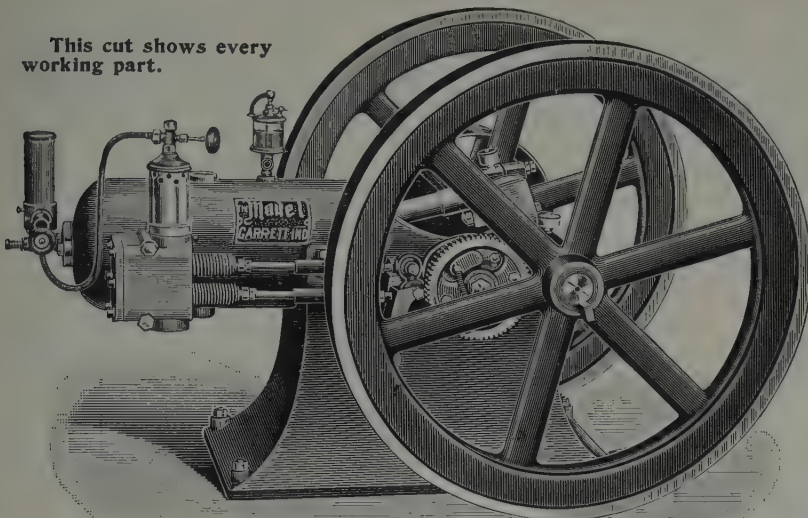
CONVEYORS

FOR HANDLING MATERIAL OF ALL KINDS.

WIRE CABLE
CONVEYORS.

THE JEFFREY MFG. CO. 41 DEY STREET,
Columbus, Ohio. SEND FOR CATALOGUE

This cut shows every working part.



THE MODEL GAS AND GASOLINE ENGINE

— UNEXCELLED IN —

Simplicity, Durability, Economy and Reliability.

No Cylinder Head. No Water Joint. No Air to Regulate.
No Pumping of Gasoline. Uses from $\frac{1}{3}$ to $\frac{1}{2}$ less
Fuel than Others.

Send for catalogue, prices and our guarantee, and compare with others.

— BUILT BY THE —

Garrett Gas Engine Co.,
GARRETT, IND., U. S. A.



J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT MICH.

\$2.50 { The American Miller, \$2.00, } **\$2.50**
The American Elevator & Grain Trade, \$1.00,

Two Great Papers Every Month

For one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world. They record the latest legal decisions and developments affecting your business.



ESTABLISHED IN 1873.

Published on the 1st day of every month, at \$2 per year. Each number contains 80 pages and upward.

It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



ESTABLISHED IN 1882.

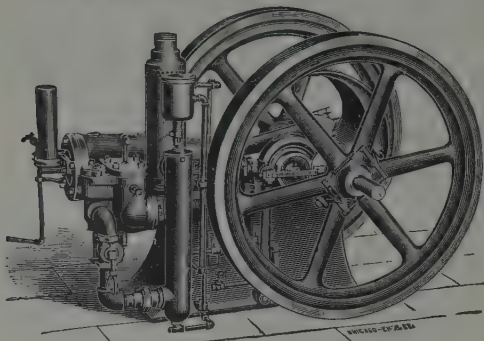
Published on the 15th of every month at \$1.00 per year. Forty-eight pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

\$2.50 pays for both papers to one address for one year.

Mitchell Bros. Co., Publishers, 315 Dearborn Street, Chicago, Ill.

"RACINE" Gas and Gasoline Engines.

*Especially adapted for
operating
Grain Elevators.*

Both Hot Tube and
Electric Spark Ignition
with each Engine.

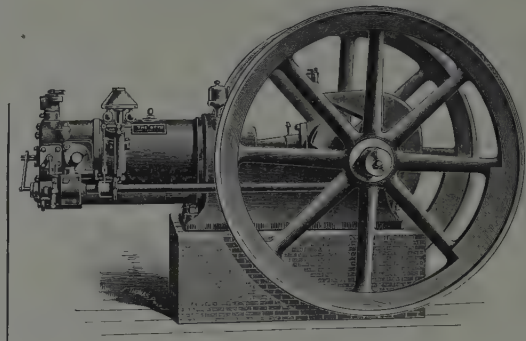
Racine Engines are the result
of over ten years' experience in
the manufacture of Gas and Gas-
oline Engines, and embody only
such methods and devices as are
known to be the best for the pur-
pose.

SIMPLE IN CONSTRUCTION
AND OPERATION.
EXTREMELY ECONOMICAL.

Write for Catalogue and Net Prices

RACINE HARDWARE CO.,

17th Street and Junction Avenue, - RACINE, WIS.

Otto Gas Engines.**OFFICES:**

360 DEARBORN STREET, CHICAGO.

321 S. 15TH STREET, OMAHA.

313 THIRD ST. SOUTH, MINNEAPOLIS.

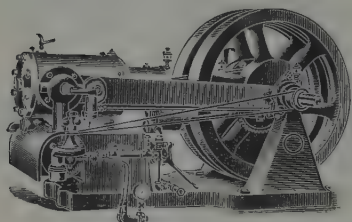
1222 UNION AVE., KANSAS CITY.

FACTORY:

**THE OTTO GAS ENGINE WORKS,
PHILADELPHIA.**

THE PRIESTMAN SAFETY OIL ENGINE

(NOT GASOLINE.)



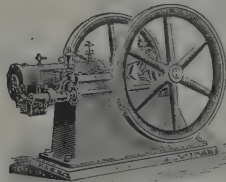
**Operates SUCCESSFULLY
with common Lamp Oil.**

Possesses many PROVED ADVANTAGES
over gas and gasoline engines, and we
will gladly demonstrate these advan-
tages to those interested.

Manufacturers:

THE AULTMAN COMPANY,

CANTON, OHIO.



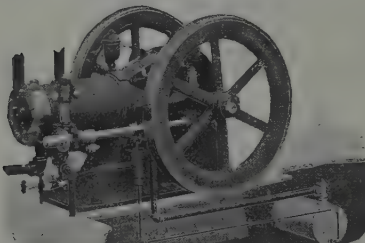
**GAS and
GASOLINE
ENGINES.**

OBSERVE ITS SIMPLICITY.

No complicated parts on back side or within
the bed. Can take up its load on any revolution
and has closest regulation. Is far more con-
venient, less expensive to run, and is adapted to
all the uses to which steam power is applied.

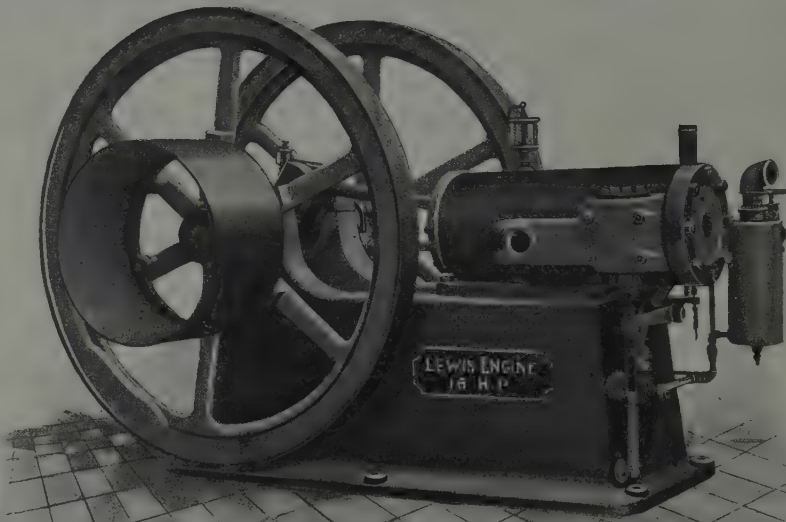
Send for catalogue "E."

COLUMBUS MACHINE CO., Columbus, Ohio.



Most Reliable Gasoline Engine Built.

Easy to start, has no more parts than absolutely neces-
sary, regulates closely and will run dynamo direct re-
quires no attention while running, is very economical.
Fire risk reduced. Send for catalogue. **MILWAUKEE
MACHINERY CO., 121 W. Water St., Milwaukee, Wis.**

ORIGINAL LEWIS GASOLINE ENGINES

Gold Medal
World's Fair 1893.

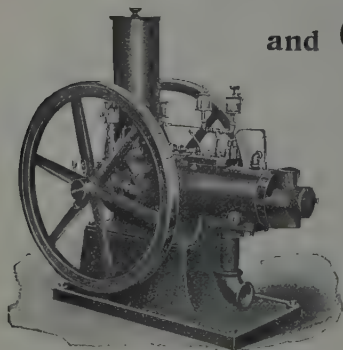
Most popular and reliable
for

**Grain Elevators,
Water Works,
Electric Plants.**

Volume Governor, Double Ex-
haust, Air Adjustment to
Regulate Mixture.

**J. THOMPSON & SONS
MFG. CO.,**

BELOIT, WIS.

**The Mietz & Weiss Kerosene
and Gas Engines.****NO DANGEROUS GASOLINE USED.**

SAFE and reliable. Automatic igniter. No
hot tube or electric spark. Common ker-
osene oil, about 1/2 cent per horse power
hour. Extremely simple; no valves.

FOR ALL POWER PURPOSES, 1 TO 30 H. P.

FULLY GUARANTEED. SEND FOR CATALOGUE.

AUGUST MIETZ, 128 to 132 Mott Street, New York City.

DAVIS GASOLINE ENGINE

Combines the
most modern im-
provements.

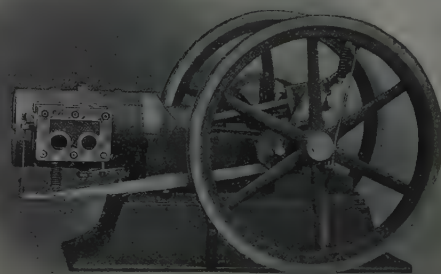
The only en-
gine with Patent
Portable Water
Jacket.

**SIMPLEST
ENGINE
BUILT.**

Stationary,
Pumping and
Portable.

**DAVIS GASOLINE
ENGINE WORKS CO.,**

WATERLOO, IOWA.





“EUREKA”

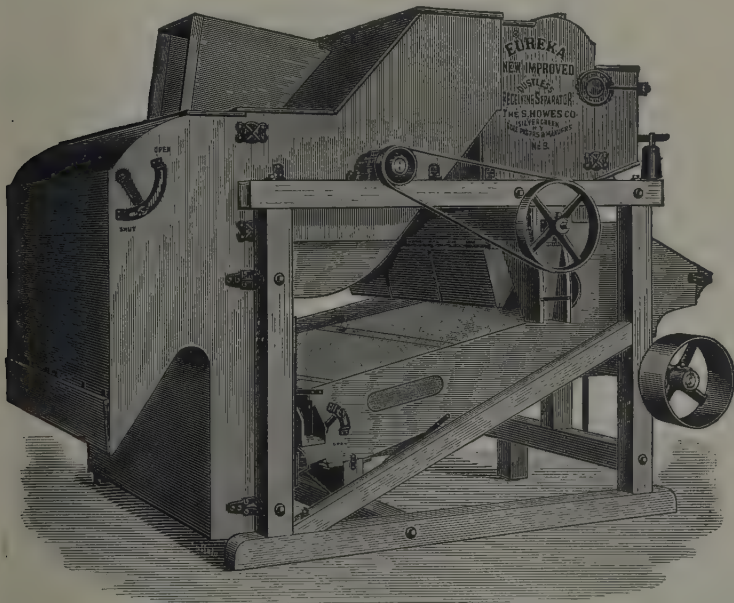
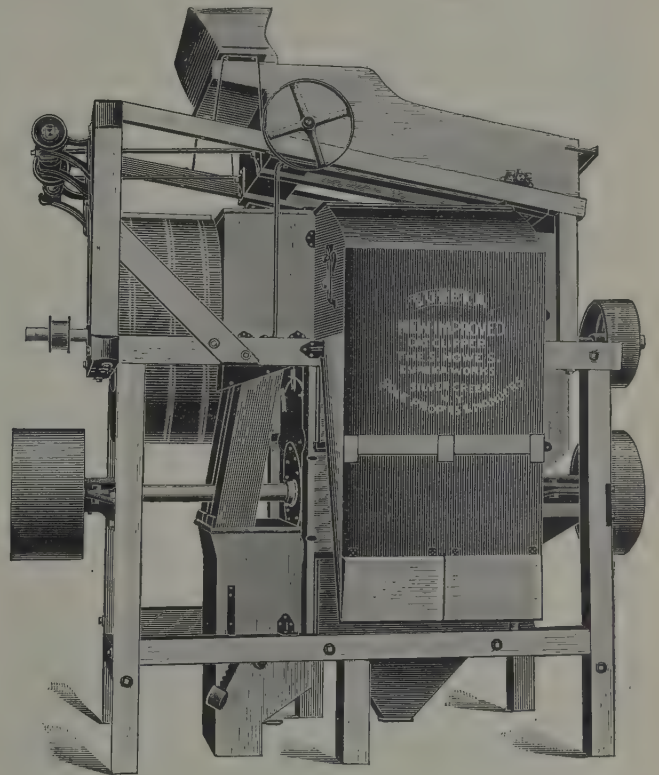


Grain Cleaners and Oat Clippers

Are unsurpassed as to workmanship, finish and results. Over 41,000 in use.

The Eureka New Improved Oat Clipper.

New principle entirely. Most economical and profitable of any machine. Built in thirteen regular sizes, ranging in capacity from 100 to 2,000 bushels per hour.



The Eureka Warehouse, Elevator and Milling Separators.

Decidedly worth the closest examination
of the Grain Handlers.



THE S. HOWES COMPANY,

EUREKA WORKS,

SILVER CREEK, N. Y.

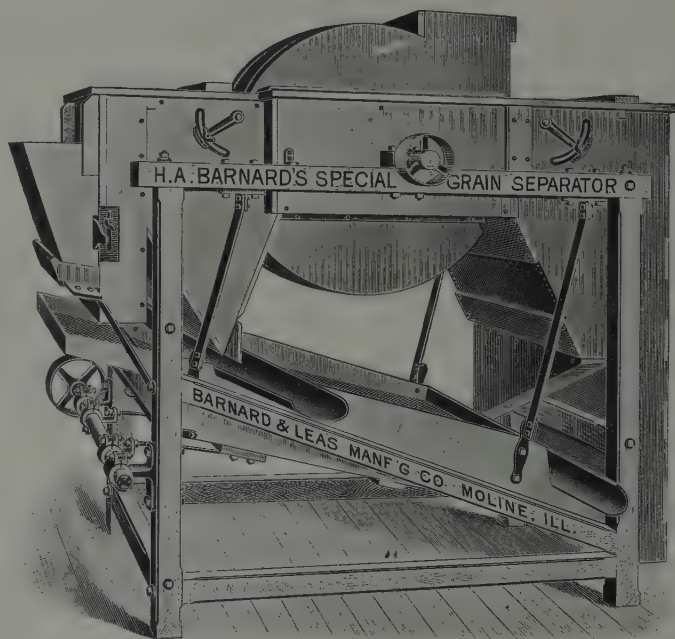


Duplicate parts of all Eureka machines built, from the time of
Howes, Babcock & Co. in 1856, until the present.

Warehouse Men, Elevator Men, ATTENTION:

The largest and most complete line of high-class machines
in the world.

*The Best Separators,
The Best Scourers,
The Best Oat Clipper,
The Best Corn Cleaner,
The Best Corn Sheller.*



Barnard's Special Grain Separator

(End Shake),

FOR WAREHOUSES AND ELEVATORS.

Full line of Elevator Supplies, Wood
Pulleys, Shafting, Etc.

Send for 300-page catalogue.

BARNARD & LEAS MFG. CO.,
MOLINE, ILLINOIS.

W. H. CALDWELL, Agent, Room 703 Royal Insurance Bldg., Chicago, Ill.

For Export.

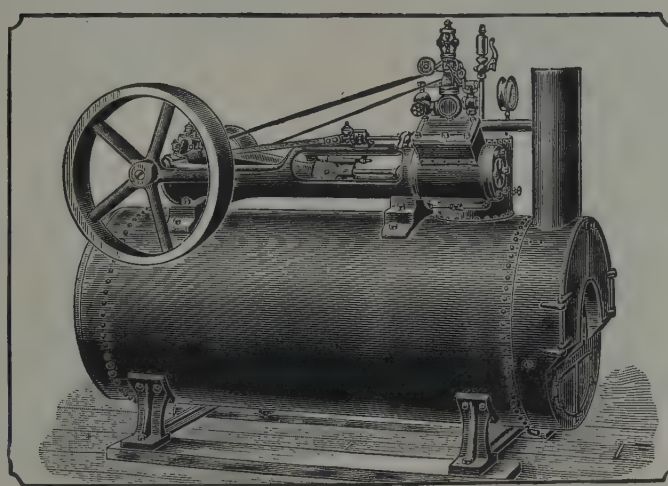
Pneumatic=Dried Grain

Arrives at destination in perfect condition.

The Hess Pneumatic Grain Drier does it. The leading elevator companies use it. An up-to-the-minute system to insure the keeping qualities of grain and to restore out-of-condition grain.

Hess Warming & Ventilating Co., 708 Tacoma Bldg., Chicago.

Every Rail Road and
Elevator should
have them.



THE LEFFEL ENGINES

Furnished in a variety of
Sizes and Styles, afford

BEST POWER FOR ELEVATORS.

BECAUSE—

They do not take "bucking" spells,
are thoroughly reliable and can be
depended on to furnish steady and
strong power when wanted.

Less trouble and expense to keep in
running order.

Economical in running expenses,
waste coals furnishing more than
enough fuel.

More durable than any other power.
Pamphlet with prices and further
information desired on application,
stating size power wanted.

JAMES LEFFEL & CO., Springfield, O.

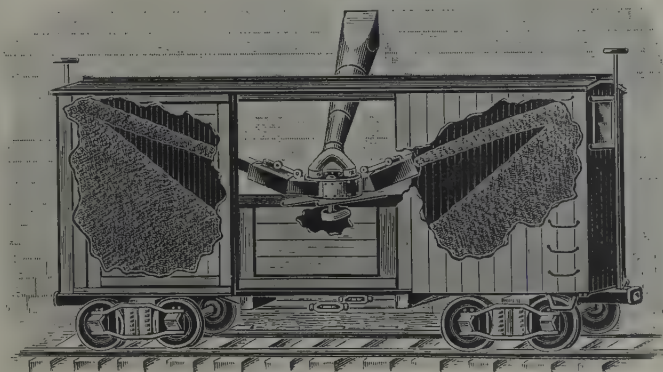
Box 52.

LOAD YOUR CARS WITH

THE EUREKA AUTOMATIC CAR LOADER.

The best and most practical machine in the
market for loading all small grain. We guar-
antee it to do its work satisfactorily.

Write for full particulars, prices and terms to



PATENT APPLIED FOR.

WHAT IT WILL DO:

Loads both ends of car at the same time.

Loads a car in twenty minutes.

Saves you its cost in 60 days. Scours and brightens the grain.

Cools grain that is beginning to heat.

Loads more grain in car than can be done by a man with a
scoop.

Owing to its peculiar and novel construction it will not crack
the grain.

It is impossible to have a choke-up.

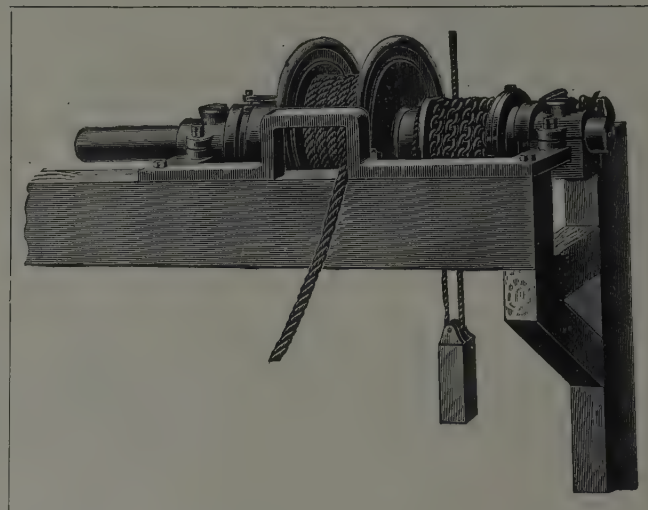
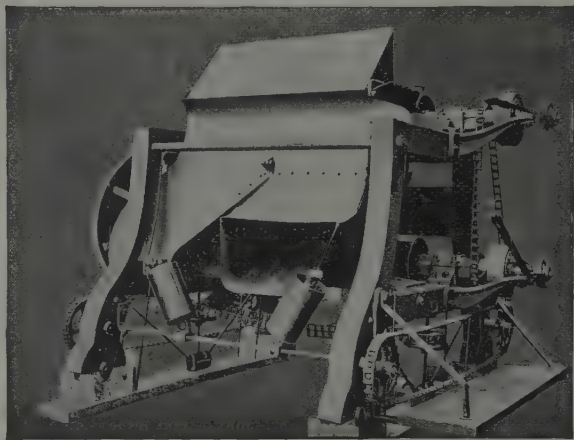
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES; SPECIAL SIZES MADE TO ORDER.

BEAN & COLE, SULLIVAN, ILLINOIS.

CONVEYING MACHINERY?

Yes!! We make all kinds, and for conveying all sorts of grains and materials. **ALWAYS UP TO DATE.** Latest patterns, embracing the most approved ideas. Send for new catalogue.



DODGE MANUFACTURING CO.,

MISHAWAKA, INDIANA.

BRANCH HOUSES:

NEW YORK:
43-45 Dey Street.

BOSTON:
137-139 Purchase Street.

CHICAGO:
166-174 S. Clinton Street.

The
Standard
of all
Transmission
Ropes.



Has been
tested by the
largest users
in the
country.

AJAX runs the longest and largest drive in the world at Pensacola, Florida.

AJAX drives the new mammoth grain elevator in Manchester, Eng.

AJAX drives the great machinery of the Illinois Steel Co.

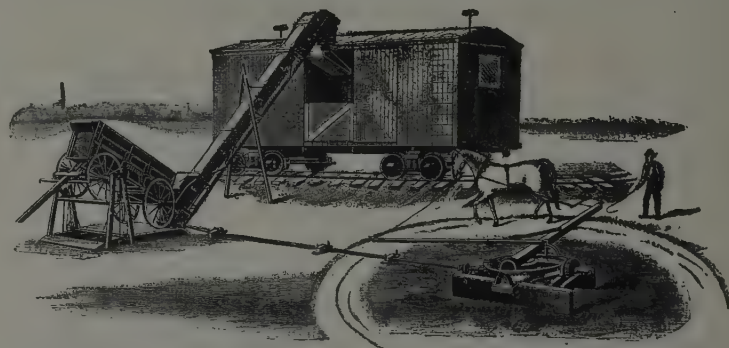
Use Ajax and Run no Risk of Accident.

H. CHANNON CO.,

24 AND 26 MARKET ST., CHICAGO.

We Will } **LUMBER** } And Mill } at } Wholesale
Sell You } Good } Work } Sale } Prices.
Send us your bills and we will mail you estimate, giving exact cost free on board cars at your station. } **DELIVERED**
Free—Our illustrated catalogue and price list. Write. } SOUTH CHICAGO & CALUMET LUMBER CO., CHICAGO, ILL.
Mention this paper when writing. } (Yard, Dock and Mill on Calumet Harbor.)

PIONEER Wagon Dump and Elevator

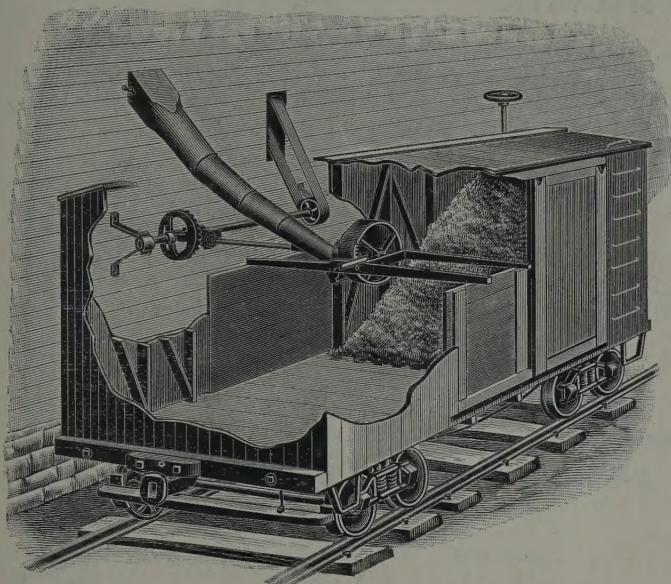


Grain of all kinds can be elevated to cars, cribs or any part of barns. All of this can readily be done by anyone who can handle a team. At stations where regular elevators are installed this machine can often be very profitably employed in busy seasons as a supplement to the regular elevator. Write for catalogue and prices.

MANUFACTURED BY

KING & HAMILTON CO., OTTAWA, ILL.

THE STERLING CAR LOADER



MANUFACTURED BY

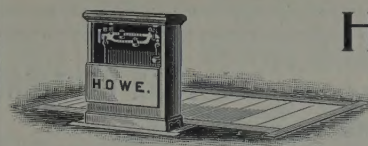
E. H. REYNOLDS, STERLING, ILL.

WRITE FOR PRICES AND FULL PARTICULARS.

THE INK

WITH WHICH THIS PUBLICATION IS PRINTED
IS MADE BY THE**QUEEN CITY PRINTING INK CO.**

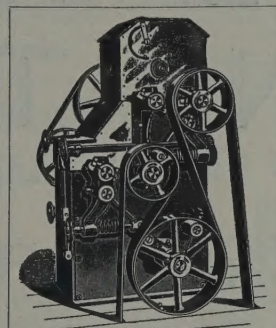
SOUTH ST. CINCINNATI, O.

**HOWE****BALL-BEARING SCALES.**

Wagon, Dump, Hopper and Grain Scales.

Grain Testers, Grain Scoops, Bag Holders,
Car Starters, Conveying and Elevating Machinery,
Foss Gas and Gasoline Engines.

CATALOGUES.

St. Louis, Kansas City,
Minneapolis, Cleveland.**BORDEN & SELLECK CO., Chicago, Ill.**

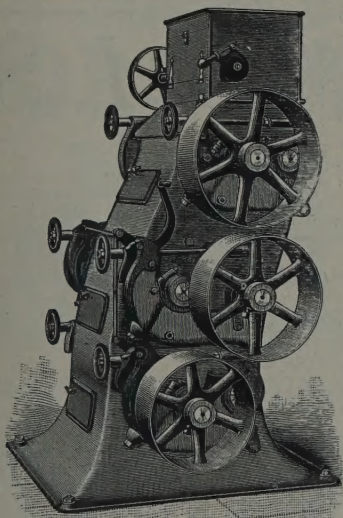
Pays for Itself

IN SIXTY DAYS.
THAT IS WHAT**NORTHWAY'S FOUR ROLLER CORN
AND FEED MILL****DOES.**Convenient adjustments, light running, rigid
frame, force feeder. Guaranteed largest capacity
for power consumed. It is the best.

WRITE FOR PRICES AND REFERENCES.

Strong & Northway Mfg. Co., - Minneapolis, Minn.

PLEASE MENTION THIS PAPER.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

...FEED AND MEAL...

IT PAYS

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

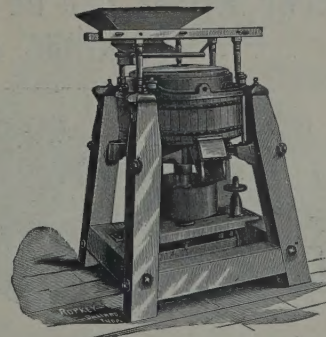
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.

VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO., INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

FLAX CLEANING, A SPECIALTY.

.....

WHEN U R BUYING
 BUY THE BEST 

THE CLIPPER CLEANS THEM ALL.

A. T. FERRELL & CO.,
SAGINAW, MICH.,
MANUFACTURERS.

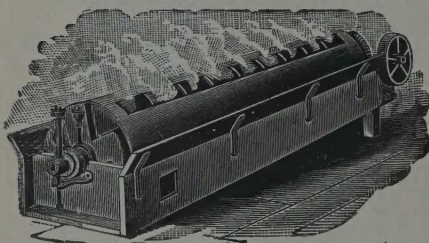
GRAIN

SEEDS

BEANS

& PEAS

DAMP WHEAT can be PUT in CONDITION for
GRINDING or STORAGE



By using our
**STEAM
DRYER,**

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

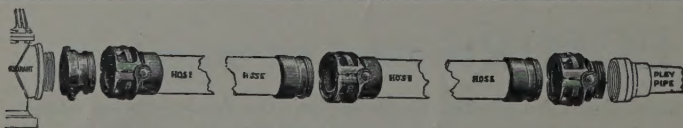
Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.



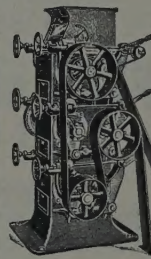
"Quick-As-Wink."

If it's best to hurry when you need to put out a fire that's just starting, isn't it best to have the handiest and quickest used things that you can get to put water on the fire with? Of course it is. Then why continue to have the slow old screw couplings on your fire hose? The Quick-As-Wink couplings are quicker, handier and better. We warrant them. Try them.

CATALOGUE No. 3 DESCRIBES THEM.

The W. J. CLARK CO., Salem, Ohio, U. S. A.

FEED MILLS.



4-Roll and 6-Roll
All-Belt Drive.

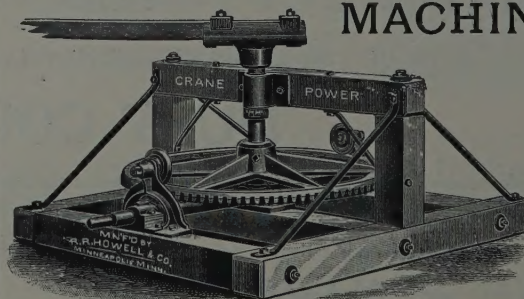
IT PAYS to use the best.

Our mills will do the best work, the most work, are most convenient to handle, will last longer and cost less for repairs than any other roller feed mill in the field.

WRITE FOR PRICES.

The Edward P. Allis Company,
MILWAUKEE, WIS.

GRAIN ELEVATOR MACHINERY.



We can furnish your complete equipment on short notice.

OUR ORIGINAL CRANE
POWER IS SPECIALLY
ADAPTED FOR USE IN
GRAIN ELEVATORS.

See advertisement of our improved corn sheller in next issue of this journal.
Correspondence invited.

R. R. Howell & Co., Minneapolis, Minn.

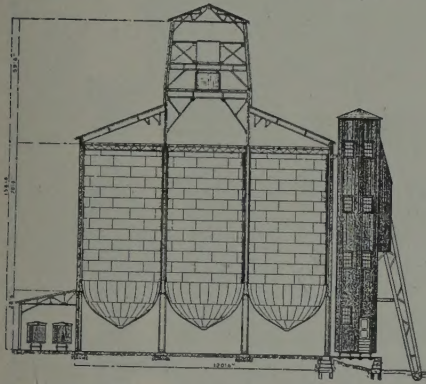
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg.

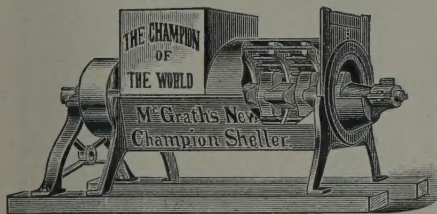
Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

New York Office, 39 and 41 Cortlandt Street

LONG-DISTANCE TELEPHONE CONNECTIONS.

CHAMPION OF THE WORLD CORN SHELLERS



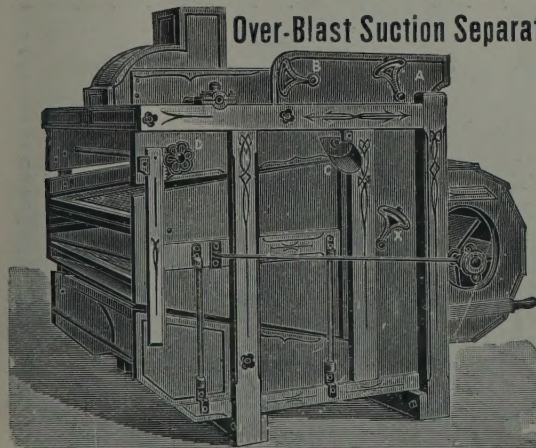
Are the best for
Warehouse and
Elevator Use.

R. H. McGRATH,
LA FAYETTE, IND.,

Manufacturer and Jobber of

Engines, Boilers, Shafting, Pulleys and General Mill and Elevator
Machinery and Supplies. WRITE FOR SPECIAL NET PRICES.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

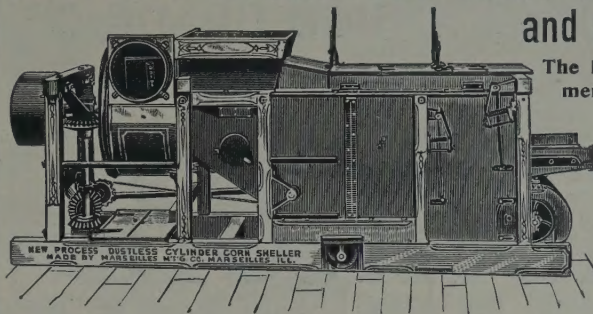
THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

THE NEW PROCESS DUSTLESS WAREHOUSE CORN SHELLERS and CLEANERS.



The Latest Improve-
ments in Shellers
and Cleaners.

Specially built for
Mills and Eleva-
tors.

Catalogue Free.

A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn, Cobs Left in Good Shape for Fuel, no Waste of Grain or Power.

We make over 100 styles and sizes of Corn Shellers and can meet all demands. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.

MERCHANTS & MANUFACTURERS WAREHOUSING COMPANY.

SUCCESSOR TO

GUARANTY STORAGE WARRANT CO.

STORAGE WARRANTS Issued on Grain, Flour
and Mill Products in Elevator of Owner.



THESE Storage Warrants—sometimes called "Warehouse Receipts"—are used to secure loans at banks and with grain receivers who advance money, and as they represent the property, are acceptable at money centers at lowest rates of interest. They are also used to facilitate the sale and delivery of the property and especially adapted to the grain trade where grain is carried at local railway stations and mill elevators. Pamphlet on application.
Telephone Harrison 862.

The Warrants issued by this Company are entitled to be regarded as the safest collateral of this class offered either to the buyer and seller of grain, or to bankers and trust companies (wherever located), who accept and hold them as security. All obligations entered into by the Merchants & Manufacturers Warehousing Company are fully guaranteed by the National Surety Company (of New York). The superior value of these Warrants will be appreciated when it is known that no other Warehouse Company furnishes any guarantee of the integrity of its receipts beyond its own limited responsibility.

Western Offices. 558 "The Rookery," 217 La Salle Street, Chicago.

THE OLD WAY.



For NEW and BEST Way

ADDRESS

UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a
Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States

It has been in business 24 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1st, amounted to \$688,101.50; net cash surplus \$453,094.49.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to its required standard you cannot afford to insure in any other company.

W. L. BARNUM, SECY.

Books for Grain Dealers.

No. 380, size 9 1/4 by 12, 160 pages, ruled for date name, kind, gross and tare net pound, bushels, pounds cents, dollars, cents and remarks. Space for 3,000 loads. Price \$1.50.

No. 375, size 10 by 12 1/2, 400 pages, ruled with twelve blank squares to a page for figuring each load. \$1.50.

No. 385, Record of Cars Shipped, size 9 1/4 by 12, 160 pages, ruled to show complete record of each car. \$1.50

We also carry complete line of Ledgers, Journals, Day Books, Scale Books, etc. Printing of every description. Sample leaves of books furnished.

HALL & PAIGE CO., Creston, Iowa.

TRACK, WAGON, HOPPER, and DUMP SCALES.

The only Dump Scale that will stand usage of a plain rail dump. Ask for prices.

W. H. CALDWELL, Room 703 Royal Ins. Bldg.,
CHICAGO.



Dust Protector.

The "Perfection" has an improved Automatic Valve, which compels perfect protection and ventilation. Thousands in use.

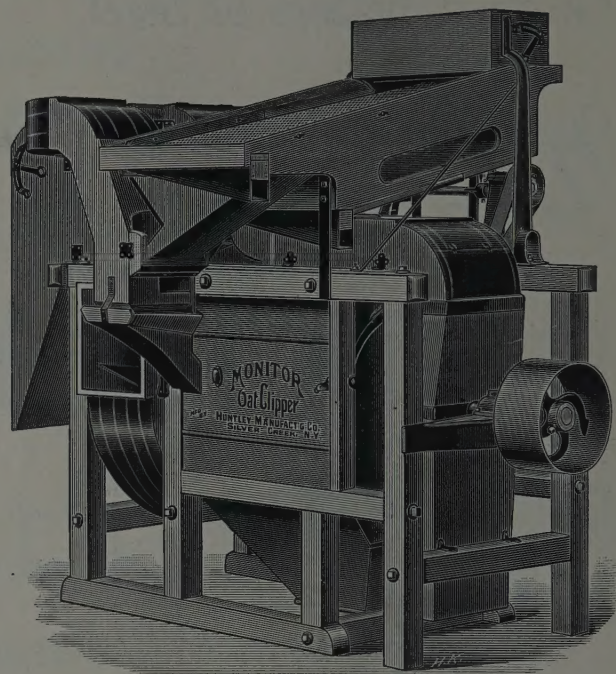
Nickel plated protector postpaid, \$1. Cir. free.

H. S. COVER,
SOUTH BEND, IND.

Patented Dec. 7, 1897.

OF A HIGH GRADE OF EXCELLENCE ARE THE

Monitor Oat Clippers.



STANDARD THE WORLD OVER.

No competition conceded, when superior construction, durability, close and economical work, and advanced mechanical ideas are considered.

The difference between other good clippers and the Monitors is the difference between good and best.

It is fair presumptive evidence as to the superiority of the Monitors when it can be legitimately stated that 95 per cent of all the prominent elevators are using them.

Monitors clip to maximum of weight, with minimum of shrinkage.

We cover the ground, when we state that the Monitor Oat Clippers are modern in every detail, built for, and offered to modern elevator operators.

Monitor Grain Cleaners

Are so well and favorably known that comment is unnecessary. Sufficient to say: They clean grain well, clean it economically—clean it to any desired point.

Monitor Smutters

Are conceded by experts in the line to be the only high grade machine for elevator work.

WRITE US FOR PARTICULARS. MAKE YOUR WANTS KNOWN, AND WE WILL
SERVE YOU TO THE BEST OF OUR ABILITY.

Huntley Mfg. Co., Silver Creek, N. Y.

B. F. RYER, General Western Agent, 32 Traders' Building, Chicago, Ill.